

1975
BUICK
OWNER'S
MANUAL

APOLLO
SKYLARK

L-6
250 C.I.D



IMPORTANT
OPERATING,
SAFETY AND
MAINTENANCE
INSTRUCTIONS



FOR CONTINUING
SATISFACTION, KEEP
YOUR GM CAR ALL
G M . G E N E R A L
MOTORS PARTS ARE
IDENTIFIED BY ONE
OF THESE TRADE-
MARKS:



"NOTE TO CANADIAN OWNERS:

If preferred, a French Owner's Manual can be obtained from either your Dealer or by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario. L1J 5Z6."

Aux propriétaires canadiens

On peut se procurer un exemplaire de ce Guide en français auprès du concessionnaire ou du service des relations avec la clientèle, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

A WORD TO BUICK OWNERS

This manual has been prepared to acquaint you with the operation and maintenance of your 1975 Buick, and to provide important safety information. It is supplemented by two convenient folders which provide additional information on vehicle maintenance and warranties. We urge you to read these publications carefully and follow the recommendations to help assure the most enjoyable and trouble free operation of your vehicle.

When it comes to service, remember that your Buick dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require.

To assist dealers in handling your needs, Buick Motor Division maintains a number of Zone Offices throughout the country. Should you have a problem that cannot be handled through normal channels, follow the procedure presented in Section 6 of this manual under the heading, "Owner Assistance".

We would like to take this opportunity to thank you for choosing a Buick product—and assure you of our continuing interest in your motoring pleasure and satisfaction.

**BUICK MOTOR DIVISION
GENERAL MOTORS CORPORATION
FLINT, MICHIGAN 48550**

1975 BUICK

OWNER'S MANUAL

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GENERAL MOTORS CORPORATION
FLINT, MICHIGAN 48550

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

For vehicles sold in Canada, substitute the name General Motors of Canada Limited, wherever the name Buick Motor Division appears in this manual.



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APPLICABLE TO CALIFORNIA SALES ONLY

This vehicle as delivered by Buick Motor Division is equipped with a bumper energy absorption system meeting California S.B. 42 (1971) as set forth in Sec 34715 Vehicle Code.

APPLICABLE TO FLORIDA SALES ONLY

This vehicle as delivered by Buick Motor Division is equipped with a bumper energy absorption system meeting section 501.125, Florida Statutes, as amended June 16, 1971.

BEFORE DRIVING YOUR BUICK

DRIVER CHECKLIST

BEFORE ENTERING CAR — — —

1. See that windows, mirrors and lights are clean.
2. Visually note inflation condition of tires.
3. Check that area to rear is clear if about to back up.

BEFORE DRIVING OFF — — —

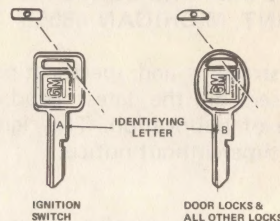
1. Lock all doors.
2. Position seat and adjust head restraints.
3. Adjust inside and outside mirrors.
4. Fasten belt restraints.
5. Check that warning bulbs light when key is turned to start position.
6. Release parking brake and see that brake warning light turns off.
7. Be sure you understand your car and how to operate it safely.

BREAK-IN PERIOD

Limit speed to a maximum of 55 miles per hour during the first 100 miles with moderate stopping and starting. Up to 500 miles avoid driving for extended periods at any one speed.

Varying the speed and including some higher speeds within the limits of the law, promotes longer life of parts and better economy of oil and gasoline. Never subject your car to full throttle acceleration or high speed until the engine is thoroughly warm.

KEYS



Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks.

- Key with square head (stamped "A") — for ignition switch only.
- Key with oval head (stamped "B") — for door locks, glove box, console, rear compartment.

The code number of each key is stamped on the "knock out" plug in the key head. Your Buick dealer removed these plugs and gave them to you at time of delivery. For your protection:

- Record the numbers and discard the key plugs.
- Keep the key code information in a safe place such as your wallet, NOT IN THE CAR.

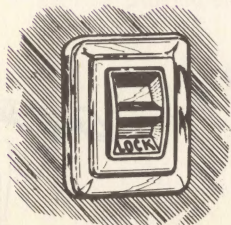
In the event the original keys are lost, duplicates can be made by your dealer or a locksmith using the key code information.

Be sure to lock the glove box or console compartments and remove the key from the car whenever it is necessary to leave the ignition key with an attendant.

DOOR LOCKS

- Lock doors from inside by depressing passenger guard door lock buttons
- Lock doors from outside by first depressing interior door lock button and then closing door
or
- Lock door using key

ELECTRIC DOOR LOCK OPTION

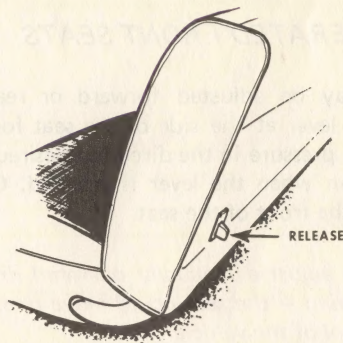


- Lock all doors by pushing lock switch toward "LOCK" or in conventional manner

- Unlock with key or by pushing switch away from "LOCK"

REMINDER: Always lock the doors when driving, for greater security in the event of an accident, to help keep children from opening door, and for greater security against entry by unwelcome persons while momentarily stopped.

SEATS



FRONT SEAT BACK LOCKS

Front seat backs on two-door styles are equipped with a self-locking mechanism to keep the seat back locked in place while in the up position. The lock release lever is located at the lower rear of the seat back nearest the door.

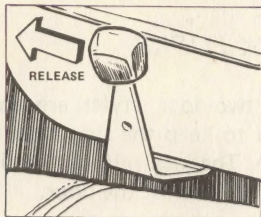
To tilt the seat back forward, lift the lock release lever and tilt the seat back forward. When the seat back is returned to the up position, the seat back will automatically lock.

Keep belt restraints and buckles clear of mechanism when tilting folding seats forward or backwards, to prevent damage to these belt systems.

MANUALLY OPERATED FRONT SEATS

The front seats may be adjusted forward or rearward by moving the control lever at the side of the seat forward and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released. On bucket seats this lever is in the front of the seat.

CAUTION: Do not adjust a manually operated driver's seat while the car is moving — the seat could move unexpectedly, causing loss of control of the vehicle.



CAUTION: The filler panel between the rear seat and the rear window should not be used for storage — even of light weight, small articles. They might become dangerous projectiles during an accident. Large items may also reduce vision to the rear.

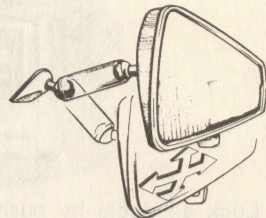
POWER WINDOW CONTROLS



With this optional power operated window system, all vertical moving windows are controlled by the power window control switches located on the left front door. Individual switches are provided under each window for passenger use. All of these switches have an ignition inter-lock so that windows cannot be operated unless the ignition switch is in the "RUN" position.

REMINDER: Remove the ignition key when the vehicle is not attended by a responsible person.

INSIDE REARVIEW MIRROR



To raise or lower mirror to achieve desired field of view, grasp mirror and exert sufficient pressure by pushing or pulling up, down or sideways. Switch mirror to night position to reduce glare from following headlights.

REMINDER: Avoid hanging objects on the right hand coat hook in such a way that you block the driver's vision to the right rear quarter.

BELT RESTRAINT SYSTEM

This vehicle is equipped with a belt system, starter interlock, and a light-buzzer reminder system which is designed to prevent starting the car until out board front seat occupants are buckled in.

NOTE: 1975 model General Motors Passenger cars sold in CANADA have a light-buzzer reminder system which reminds occupants when the driver's and any front passenger's belt restraints are not fastened. Operation of this "BELT RESTRAINT BUZZER/LIGHT REMINDER" is explained under that heading in this manual.

However, these cars do NOT have a starter interlock system — a system which prevents starting the car until the driver and the right front passenger are buckled up. Therefore, the

information about the starter interlock system under the heading "TO START CAR" in this manual does not apply, nor do any other references in this manual to the starter interlock system apply to this new car sold in Canada.

TO START CAR:

- Belt restraints must be properly buckled around each outboard front seat occupant after being seated before the starter will operate.
- The reminder buzzer and light are designed to go on if belt restraints are unbuckled at occupied front seats while the vehicle is underway (the engine WILL continue to run).
- The engine may be restarted after a stall without interlock interference if the driver remains seated.

IF STARTER WILL NOT OPERATE:

- Remove any objects from unoccupied front seats.
- Re-buckle front belt restraints.

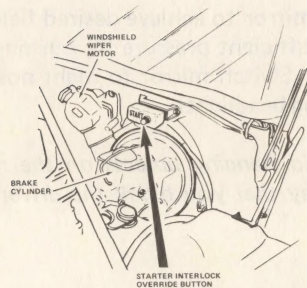
NOTE: Front seating positions contain a weight detector which is designed to activate the starter interlock or the buzzer

and light reminder whenever weight is placed on the seat and belts are not buckled. The weight detector cannot distinguish between a passenger and any object on the seat, therefore, such items should be stowed elsewhere in the vehicle.

It is necessary that the weight detectors be activated at all times. This requires a small but continuous current from the battery which under normal circumstances will not result in a discharged battery. However, leaving an object on the front seat or leaving the front belt restraints fastened while the car is parked creates a heavier current drain which could result in a discharged battery after a period of time, which will vary depending on battery and weather conditions.

IF STARTER STILL WILL NOT OPERATE

- Set parking brake firmly, move transmission lever to "Park" (reverse for manual transmission cars).
- TURN IGNITION KEY TO "ON" ("RUN").
- Open hood and press button on manual override switch labeled "START", mounted on bright orange support at rear of engine compartment on driver's side.



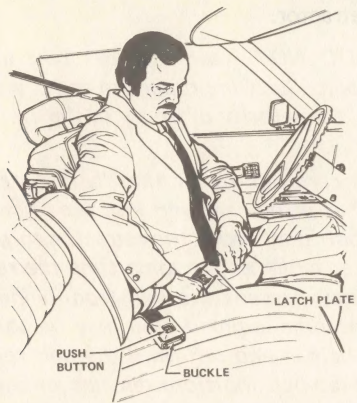
- Close hood, enter car, fasten belt restraint and follow normal starting procedures.

NOTE: The reminder buzzer and light are also designed to come on if a problem develops in the starter interlock system. If the car will not start and the buzzer/light reminder did not come on, the trouble is not likely to be due to the starter interlock system. If the starter will crank, this indicates the interlock is not causing interference.

FRONT SEAT LAP-SHOULDER BELT COMBINATION

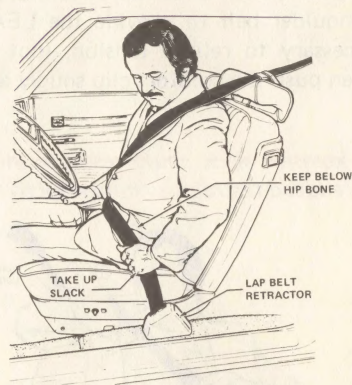
- Adjust front seat to satisfaction of driver and sit erect and well back in seat.

- In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting metal latch plate end of belt into the buckle, until a snap is heard. If webbing is not pulled out far enough to reach buckle, let lap belt rewind into its retractor to release lock mechanism, so belt can be pulled out to the proper length.



- Position "lap" portion of belt across lap as LOW ON HIPS as possible. To reduce the risk of sliding under belt during an accident, adjust to a SNUG FIT by pulling belt firmly across lap in direction of lap belt retractor so it can take up slack. The belt retractors are designed to automatically take up excess webbing.

CAUTION: A snug fit and a low lap belt position are essential to lessen the chance of injury in the event of an accident because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area. To help lessen the chance of injury in the event of an accident: never use the same belt for more than one person at a time; avoid wearing belts in a twisted condition; and do not allow belts or hardware to become pinched between the seat structural (metallic) members or in the door.



Belt restraint buckles are located close to the seat to provide shoulder belt attaching points that reduce the tendency of shoulder belts to pull the lap belt upward into the soft abdominal area in the event of frontal impact.

- The front seat shoulder belts in this vehicle are equipped with a "vehicle sensitive retractor" which is designed to grip the belt **ONLY** during a sudden stop or impact. At other times it is designed to move freely with the occupant.
- For best restraint the slight tension on the shoulder caused by the shoulder belt retractor is desirable.
- A comfort clip is provided for those who find the shoulder belt tension a source of discomfort. If the shoulder belt tension becomes uncomfortable, pull down on the shoulder belt to provide the **LEAST** amount of slack necessary to relieve tension, (not more than one inch), then push the comfort clip snugly against the guide loop.

CAUTION: Excessive slack could result in increased personal injury due to reduced restraint system effectiveness.



- To unfasten belts, depress push button in center of buckle.
- When no longer in use, front seat lap-shoulder belts can be stowed by allowing them to rewind into their retractors. The comfort clip can be adjusted when removing belts, so shoulder belt slack will be fully taken up by retractor.

CAUTION: DO NOT wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

NOTE: Take care not to let the "lap" (portion of the) belt twist while it is being rewound into the retractor. The bulk of the twisted belt may cause the retractor to jam so it will not rewind further while at the same time the retractor's locking mechanism may prevent the belt from being withdrawn. If a belt should become jammed, you may be able to release it by working the belt in and out until the belt rewinds far enough to unlock. If lap belt (portion) remains jammed, or other parts of the restraint system do not operate properly take the vehicle to your dealer for service.

BELT RESTRAINT BUZZER/LIGHT REMINDER

- The front belt restraints are linked to a buzzer and light which remind occupants to fasten their belts.

- The buzzer and light are designed to come on when any outboard front seat occupant's belt is not fastened while attempting to start the engine, or if any front belt is unfastened while driving in any forward gear.
- The reminders do not come on when the engine is running and a front belt is unbuckled if the transmission is in Park or neutral (automatic and column-shift manual transmission cars).

If belt restraint system, starter interlock system, or reminder system does not work as described, see your dealer for information and assistance.

LAP BELTS

(For Rear Seat & Center Front Seat Passengers)

- Seating positions next to side windows have retractors which are designed to automatically take up excess webbing. These belts should be positioned and secured as described above under "Lap-Shoulder Belt Combination".



- Lap Belts at center seating positions also should be positioned and secured as described above, and adjusted to a SNUG FIT by pulling on the end of the belt extending from the adjustable latch plate.
- To lengthen lap belt at center seating positions place adjustable latch plate at right angles to the belt webbing and pull on latch plate; belt should then slide easily through the adjustment feature.

OPTIONAL SHOULDER BELTS

(Rear Seat Outboard Passengers)

- When properly worn with a lap belt, a shoulder belt can provide additional protection by preventing or minimizing impact with the car interior by restraining forward motion of the upper torso in a collision. This is particularly true in the case of a frontal force impact.

CAUTION: Do NOT wear shoulder belt under the arm or without lap belt. Such improper use could increase the chance of injury and the severity of injury in the event of an accident.

- To fasten the detachable shoulder belt, unstow it and place the knob on the shoulder belt end into the keyhole on the lap belt latch plate. (The latch is designed so that this attachment can only be completed before fastening the lap belt.) Tilt the knob as necessary, to pass it

through the slot. Pull the knob firmly upward to seat it at the narrow end of the keyhole, then fasten the lap belt. Reverse this procedure when removing and restowing the shoulder belt.

- The detachable shoulder belts are lengthened and shortened in the same manner as center seat lap belts.
- The DETACHABLE shoulder belt should have sufficient slack to insert a fist's width between your chest and the belt. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

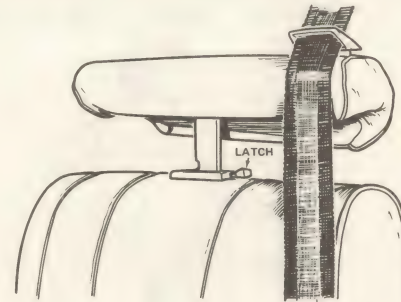
BELT RESTRAINT INSPECTION

- Periodically inspect belts, buckles, adjustable latch plates, retractors, interlock and reminder systems, guide loops, clips, and anchors for damage that could lessen the effectiveness of the restraint system.
- Keep sharp edges and damaging objects away from belts and other parts of restraint system.
- Replace belts if cut, weakened, frayed, or subjected to collision loads.
- Check that anchor mounting bolts are tight.

- Have questionable parts replaced.
- Keep belts clean and dry.
- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

HEAD RESTRAINTS

- Head restraints are designed to help reduce injuries due to "whiplash".
- Select one of the two positions—up or down—which places the top of the head restraint closest to the top of your ears.



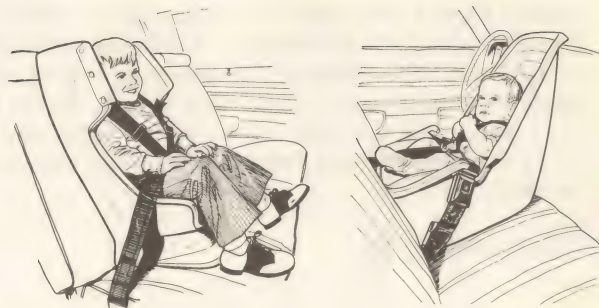
- Do not use head restraint above the up detent position.
- Head restraint can be raised by pulling up until you feel it click into the "detent" position.
- To lower, release latch at base of supporting rod and push down on restraint.
- Do not operate vehicle with head restraints removed, since occupants lose the protection they provide.

CHILD RESTRAINT

Children in automobiles should be restrained to lessen the risk of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed specifically for use with infants and with small children. The GM "Infant Love Seat" is designed for babies up to 20 pounds. The GM "Child Love Seat" is designed for children weighing 20 to 40 pounds, up to 3 feet-4 inches in height, who are able to sit up alone.

In using any infant or child restraint system, read and comply with all installation and usage instructions.

If a child is traveling in a vehicle not equipped with a General Motors infant or child restraint or other appropriate infant or child restraint system, the following precautions should be taken:



- (1) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the regular vehicle belt restraints. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
- (2) Children able to sit up by themselves should be placed on a seat and restrained with a belt restraint. When children ride in the front seat, both lap and shoulder belt should be worn. If the shoulder belt causes neck or face irritation due to the child's size, this may be reduced in some cases by positioning the child further inboard. If serious discomfort continues, the child should be lap belted in the rear seat. Never allow a child to stand or kneel on any seat.

- (3) General Motors recommends that children be restrained properly when riding. However, if unusual conditions prohibit use of restraints and require that a child must stand, he should stand on the floor directly behind the front seat. This will help minimize the possibility of injury from frontal force impacts in the event of such an accident.

TRAILER HAULING



Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer will affect handling, durability and economy. Maximum safety and satisfaction depend upon proper use of correct equipment and avoiding overloads and other abusive operation.

The maximum loaded trailer weight which you can pull with your Buick depends on what special equipment has been installed on your car. Buick does not recommend towing any trailer **OVER 1,000 POUNDS GROSS TRAILER WEIGHT**

unless the car **HAS THE REQUIRED EQUIPMENT**. Information on trailer hauling capabilities, special equipment required, and optional equipment offered by Buick Motor Division is available from your Buick Dealer or by writing to Buick Motor Division, Customer Service Department, Flint, Michigan 48550 (or in Canada, by writing to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario, L1J 5Z6).

To assist in attaining good handling of the car-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue.

When towing trailers, tires should be inflated to the highest inflation pressures shown on the placard affixed to the left front door. The allowable passenger and cargo load, also shown on the same placard, is reduced by an amount equal to the trailer tongue load on the trailer hitch.

MAINTENANCE

More frequent vehicle maintenance is required when using your car to pull a trailer. Change the:

- Automatic transmission fluid each 15,000 miles, (see Trailing brochure for additional information)
- Rear axle fluid each 15,000 miles,
- Engine oil each 90 days or 3,000 miles, whichever occurs first,
- Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first.
- See index for important information on belts, cooling system care and self-adjusting brakes.

BREAK-IN SCHEDULE

In addition to the new car break-in instructions in this manual, it is recommended that your new Buick be operated for 500 miles before trailer towing. If it is necessary to tow during this period, avoid speeds over 50 MPH and full throttle starts. The same precautions should be observed whenever a new engine, transmission or axle is installed in your car.

CAUTIONS:

- (1) *A frame mounted load distributing hitch with sway control of sufficient capacity is required for trailers over 2,000 lbs. loaded weight.*

- (2) *Do not use axle-mounted hitches. They can cause damage to the axle housing, wheel bearings, wheels or tires.*
- (3) *Trailer brakes are required on trailers over 1,000 lbs. loaded weight.*
- (4) *Do not tap into the car's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from the car's master cylinder. The car's master cylinder fluid capacity will not be sufficient to operate both car and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required.*
- (5) *Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. (See Engine Exhaust Gas Caution).*
- (6) *Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper system. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided, otherwise damage may be increased in the event of a collision.*

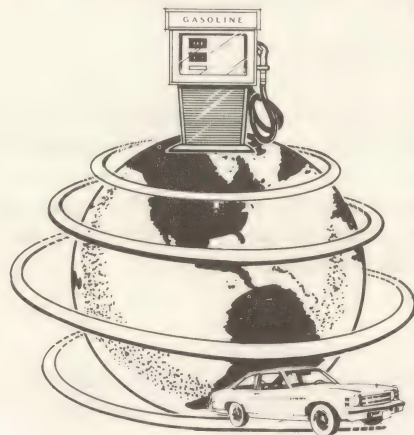
OPERATION IN FOREIGN COUNTRIES

Your Buick is designed to operate on unleaded fuel of approximately 91 research octane number.

If you plan to operate your Buick outside the continental limits of the United States and Canada, there is a possibility that the fuels available in some countries are so low in octane rating that excessive knocking and serious engine damage may result from their use. Also if leaded fuels are used in vehicles designed for unleaded fuels, it may result in the deactivation of the catalytic converter, if the vehicle is so equipped, and possibly other related problems. To obtain information on the octane rating and availability of non-leaded fuels available in the countries in which you plan to travel, write to Buick Motor Division, Customer Service Department, Flint, Michigan 48550, (or in Canada write to General Motors of Canada Limited, Owner Relations Department, Oshawa, Ontario), giving:

- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title).
- The country or countries in which you plan to travel.

It is recommended that you not operate your Buick in any country not having fuels meeting the requirements of your Buick engine as these may cause engine damage for which the Buick Motor Division is not responsible under the terms of the Buick New Car Warranty or Emission Control Systems Warranty.



STARTING and OPERATING

ENGINE EXHAUST GAS CAUTION (CARBON MONOXIDE)

Avoid inhaling exhaust gases because they contain carbon monoxide, which by itself is colorless and odorless. Carbon monoxide is a dangerous gas that can cause unconsciousness and is potentially lethal.

If at any time you suspect that exhaust fumes are entering the passenger compartment, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with ALL windows FULLY open.

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system, car body and body ventilation system. It is recommended that the exhaust system and body be inspected by a competent mechanic:

- Each time the vehicle is raised for oil change.
- Whenever a change is noticed in the sound of the exhaust system.
- Whenever the exhaust system, underbody or rear of the vehicle is damaged.

See your Maintenance Schedule folder for inspection procedure.

To allow proper operation of the car's ventilation system, keep front ventilation inlet grille clear of snow, leaves or other obstruction at all times.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When vehicle is stopped in an UNCONFINED area with the engine running for any more than a short period, adjust heating or cooling system to force outside air into car as follows:

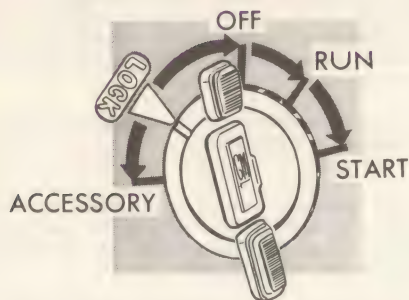
1. On cars not equipped with air conditioning, set fan to medium or high speed.
2. On cars equipped with air conditioning, set fan to medium or high speed, left control lever to any position except extreme COLD, right control lever to any position except OFF.

The trunk lid should be closed while driving to help prevent inadvertently drawing exhaust gases into the car. It is unwise to drive at high speeds for long durations with the trunk lid open. However, if for some reason the trunk must remain open for a period while moving, or electrical wiring or other cable connections to a trailer must pass through the seal between trunk lid and body, the following precautions should be observed:

- Close all windows
- Adjust heating or cooling system to force outside air into car as described in items 1 and 2 above but with fan set at high speed.
- On cars equipped with outside air vents in or under instrument panel, open vents fully.

STEERING COLUMN CONTROLS

ANTI-THEFT STEERING COLUMN LOCK



The anti-theft lock, located on the right side of the steering column, has five positions:

- Accessory — Permits operation of electrical accessories, except power windows, when engine is not running. To engage, push key in and turn top of key toward you (counterclockwise).
- Lock — Normal parking position. Locks ignition and provides added theft protection by preventing normal operation of steering wheel and shift controls. Key cannot be returned to “lock” position and removed until

transmission is placed in “Park” on automatic transmission models or in “Reverse” on manual transmission models.

- Off — Permits turning engine off without locking steering wheel and shift controls.
- Run — Normal operating position.
- Start — Permits engagement of starter.

NOTE: The anti-theft steering column lock is not a substitute for the parking brake. Always set the parking brake when leaving the car unattended.

If difficulty is experienced in turning the ignition key and lock knob to unlock the ignition, attempt to turn the steering wheel as hard as possible in the direction the wheels are turned. At the same time turn the ignition—lock knob in a clockwise direction with as much effort as you can apply with your own hand. Do not attempt to use a tool of any kind to apply additional force on the lock knob, as this could break the knob.

PARKING

When leaving your car unattended,

- Set parking brake.
- Place automatic transmission selector in Park (Reverse for manual transmission).

- Turn key to LOCK position.
- Remove key (the buzzer is designed to remind you).
- Lock all doors.

STARTING THE ENGINE

NOTE: This vehicle is equipped with a belt system, starter interlock and a light-buzzer reminder system which is designed to prevent starting the car until front seat occupants are buckled in. See Page 5 in Section 1 "Before Driving Your Buick" for information regarding this system.

AUTOMATIC TRANSMISSION MODELS

1. Apply the parking brake.
2. Place transmission selector in "P" or "N" ("P" preferred). A starter safety switch prevents starter operation while the transmission selector is in any drive position. (If it is necessary to re-start the engine with the car moving, place the selector lever in "N".)
3. Start engine as outlined below for different conditions.
 - Cold Engine — FULLY DEPRESS accelerator pedal and slowly release. With foot off the pedal, crank the engine by turning the ignition key to the Start position — release when engine starts.

- If engine starts, but fails to run, repeat this procedure. When engine is running smoothly (approximately 30 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal then slowly releasing.

CAUTION: Extended running of engine on fast idle (5 minutes or more) without depressing accelerator pedal, could cause damage to engine and exhaust system due to overheating.

- WARM ENGINE—With foot depressing accelerator pedal as noted below, crank engine by turning key to Start position & release when engine starts

DEPRESS 1/2	{	All V-6
		All L-6
		350 V-8 (Except California)

CLOSED (NO DEPRESS)	{	All 260 V-8
		350 V-8 California

- EXTREMELY COLD WEATHER (BELOW 0 DEG. F.) OR AFTER CAR HAS BEEN STANDING IDLE SEVERAL DAYS—Fully depress and release accelerator two or three times before cranking the engine. With foot off the accelerator pedal, crank the engine by turning the key to the Start position and release when engine starts.

MANUAL TRANSMISSION MODELS

1. Apply the parking brake, fully depress clutch pedal, and shift transmission to neutral.
2. Hold clutch pedal to the floor throughout the starting procedure. A starter interlock system is designed to prevent starter operation when the clutch is not fully depressed. (Select the proper gear position before releasing the clutch pedal.)
3. Operate accelerator pedal and starter as outlined in step 3 under Automatic Transmission Models.

IF ENGINE FAILS TO START

Flooding

In low temperature starting, if the engine fails to run after a first or second attempt it may become flooded — too much fuel may have been supplied during cranking. To deactivate the automatic choke and clear the engine of any excess fuel, fully depress the accelerator pedal while cranking to start.

Hot Starting

Starting a car with a hot engine requires sufficient Energizer (battery) capacity. Make certain your Buick's Energizer is in good condition. If a replacement Energizer is purchased it should have at least the capacity rating of the original equipment unit.

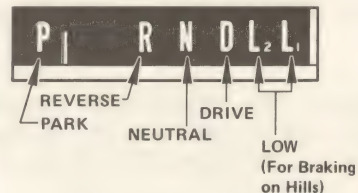
Cold Weather Starting

Starting a car with a cold engine requires sufficient Energizer (battery) capacity. Make certain your Buick's Energizer is in good condition.

Too heavy an engine oil in cold weather or an out-of-tune engine can cause hard starting. Follow the viscosity recommendations in this manual.

AUTOMATIC TRANSMISSIONS

On Buicks equipped with steering column shift, the transmission shift control lever must be raised slightly before placing it in PARK, REVERSE, L2, or L1.



On Buicks equipped with console shifts, the shifting lever handle must be depressed to move the lever into these ranges.

"P" (PARK) — This position is to be used in conjunction with the foot-operated "Step On" parking brake. **THIS POSITION MUST NEVER BE USED WHEN CAR IS IN MOTION.** Park is one of only two positions (the other is Neutral) in which your Buick may be started.

"R" (REVERSE) — For backing, bring car to complete stop before shifting into this range.

"N" (NEUTRAL) — This position must be used if towing the car, and can be used when starting the engine. (See information in the "In Case of Emergency" Section 3 of this booklet for towing).

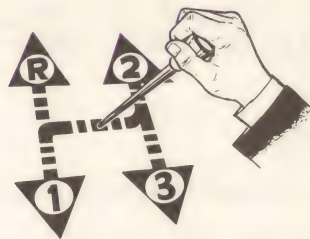
"D" (DRIVE) — For all normal forward driving. If additional speed should be required for passing, press the accelerator pedal hard to the floor. The resultant action will give you instantaneous acceleration when you need it most.

"L2" — This position may be selected when traveling down a moderate grade where slight braking action is desired without brake application. Return the selector lever to the drive position for resumption of normal driving.

"L1" — This position may be selected for maximum braking down severe grades. The transmission selector lever must be placed into Drive range before the transmission will again upshift into direct drive.

CAUTION: Use caution when accelerating or shifting into lower range or lower gear on slippery surfaces with vehicle moving — abrupt engine braking action could cause the rear wheels to skid, possibly leading to loss of vehicle control.

MANUAL TRANSMISSION



The three speed transmission is shifted through the standard "H" pattern as shown in the illustration. Before shifting into any gear, depress the clutch pedal and then shift into the desired gear. In first and reverse gears, release the clutch pedal slowly while simultaneously depressing the accelerator pedal. In second and third gears, release the clutch a little faster. This reduces the wear on the clutch and provides smoother operation.

DO'S AND DON'TS

Do shift gears at moderate rate to allow time for transmission synchronizers to coordinate. "Speed Shifting" is harmful to transmission parts.

Do shut off engine and apply parking brake before leaving car.

Do start car only in neutral.

Do use second gear at slow speeds. (less than 30 miles per hour) when driving in "stop and go" traffic, for improved vehicle performance during acceleration and when descending steep hills.

Don't coast in neutral.

Don't use second or third gear to accelerate from a stop.

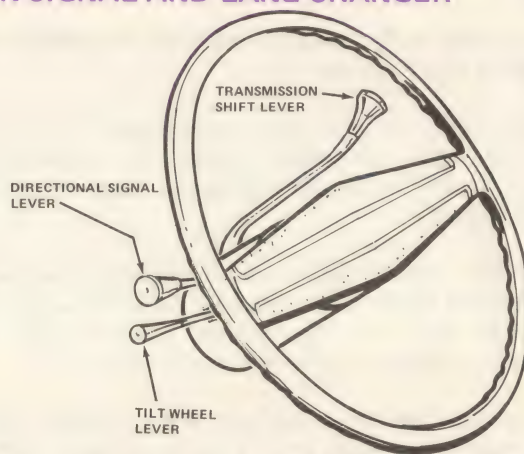
Don't rest foot on clutch pedal while driving.

***CAUTION:** Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear (with either automatic or manual transmission cars). Use the lower gear ranges to control vehicle speed. Avoid prolonged or frequent application of the brakes which could cause overheating and thus reduce brake effectiveness.*

COLD WEATHER NOTE

Engine and transmission oils do not flow as freely in cold weather, so after the engine is started, let it idle for a minute or two before starting out. It's much easier on both the engine and transmission.

TURN SIGNAL AND LANE CHANGER



When turn signal lever is moved, lights on the front and rear of car flash to alert other motorists and pedestrians of your intentions. Green arrows below the speedometer also flash to indicate proper operation of the outside lights.

If the indicator arrow remains on and does not flash, check for a defective signal lamp bulb or flasher. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

LANE CHANGER

Move turn signal lever to detent — down for left lane change, up for right. Hold lever in position until lane change is completed — release lever.

FULL TURN

Move lever to stop — down for left turn, up for right. Lever remains in position until turn is completed.

POWER STEERING

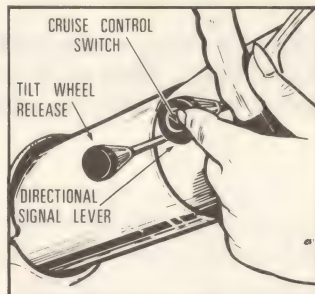
If the steering system power assist fails due to some malfunction, or because the engine has stalled, the car can still be steered. However, much greater effort is required, particularly in sharp turns.

TILT STEERING WHEEL

Pull release lever toward you and move steering wheel up or down to place it in the most comfortable and advantageous driving position.

CRUISE CONTROL

To engage — Accelerate your Buick to the desired speed.



NOTE: Lowest speed at which the system should be used is 40 miles per hour.

Depress the engagement switch button on the end of the directional signal lever part way until the "CRUISE" light glows. (Depressing the button to its stop disengages the system and engagement will not occur until the button is slowly released.)

To Disengage — Apply the brake pedal
or

Depress engagement button while decelerating car to 25 MPH
or

Turn off the ignition switch.

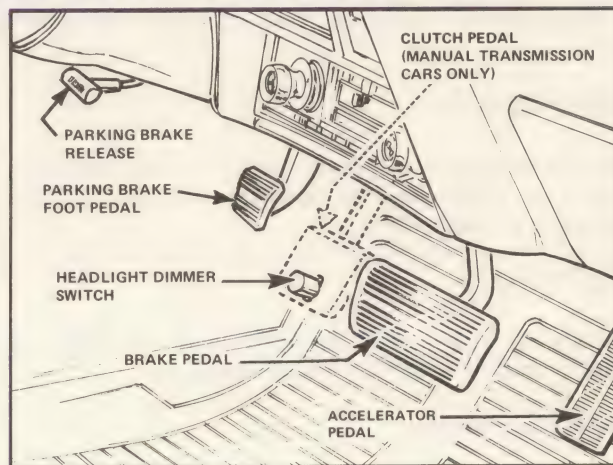
To reset at a Faster Car Speed — Accelerate car to the desired higher speed. Depress the engagement button to the stop and release slowly.

To reset at a Slower Car Speed — Depress the engagement button to its stop and HOLD. Allow car to decelerate. When car reaches the desired speed, release the engagement button slowly.

CAUTION: Do not use the Cruise Control when conditions are not suitable for maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads. With the Cruise Control engaged, removing foot from the accelerator pedal does not permit engine speed to return to idle.

NOTE: For operation of hazard flasher, see Page 39 in Section "In Case of Emergency".

FLOOR CONTROLS



BRAKING SYSTEMS

CAUTION: Driving through water deep enough to wet the brakes may adversely affect brake performance so that the vehicle will not slow down at the usual rate and may pull to the right or left. Applying the brakes lightly will indicate whether they have been so affected. To dry them quickly, lightly apply the brakes while maintaining a safe forward speed with an assured clear distance ahead and to the sides until brake performance returns to normal.

NOTE: Operation of the brake system warning light is covered in the section on "Instrument Panel".

POWER BRAKES

- On cars with power brakes if power assist to the brakes is interrupted due to a stalled engine or some malfunction, two or more brake applications normally can be made using reserve power.
- If the brake pedal is held down, the system is designed to bring the car to a full stop on reserve power. However, the reserve power is partially depleted each time the brake pedal is applied and released. Do not pump brakes when brake power assist has been interrupted, except when necessary in order to maintain steering control on slippery surfaces.
- When reserve power is exhausted, the vehicle can still be stopped by applying greater force to the pedal.

SELF-ADJUSTING BRAKES

- Brakes on this car (except for the parking brake) are self-adjusting, designed to eliminate periodic brake adjustments.
- Drum brake adjustment is made automatically as the brakes are applied while car is moving backwards.

- Disc brake adjustment is made automatically with each brake application.
- If excess brake pedal travel develops, drive alternately backward and forward several times and apply brakes firmly in each direction.
- See your dealer if normal pedal travel is not restored, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble. See your dealer also if adjustment of the parking brake is required.

NOTE: "Riding the brake" by resting the foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

PARKING BRAKE

- To set parking brake, fully depress foot pedal at far left side.
- For maximum holding power, depress regular brake pedal with the other foot at the same time.
- To release parking brake, pull "BRAKE RELEASE" lever on lower left instrument panel.

- As a reminder, the brake system warning light is designed to glow whenever the parking brake control is not fully released, and ignition is on.
- Never drive car with parking brake set as this may overheat or otherwise damage rear brakes.

REMINDER: Front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing, or cricket like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Buick Maintenance Schedule folder.

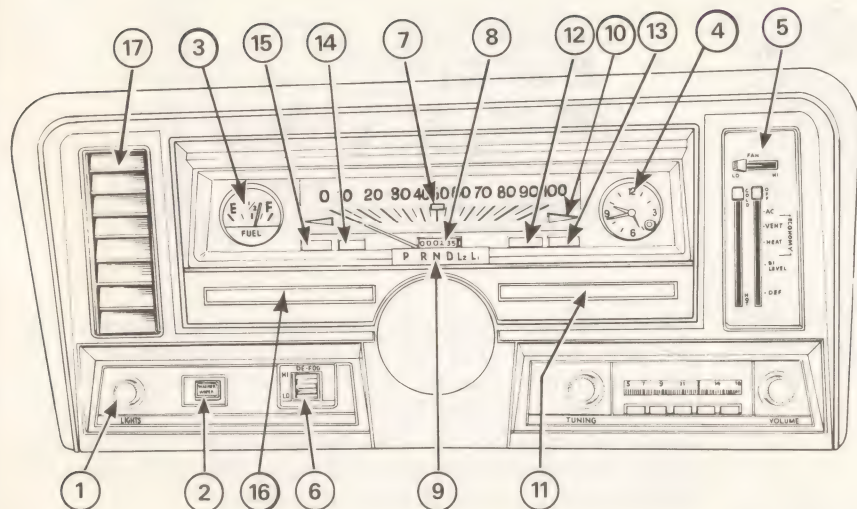
HEADLIGHT BEAM SWITCH

The selection of upper or lower headlight beam is controlled by either a foot switch located on the floor near the left foot position or in the turn signal lever on cars so equipped. Raise turn signal lever toward steering wheel. Each time lever is raised, beam position will change. When on upper beam, a small light in the speedometer glows to warn you that your headlights may bother oncoming drivers.

CLUTCH PEDAL

For proper operation refer to Manual Transmission Information on page 19.

INSTRUMENT PANEL



- ① LIGHT SWITCH
 - ② WINDSHIELD WIPER/WASHER SWITCH
 - ③ FUEL GAUGE
 - ④ CLOCK*
 - ⑤ HEATING AND/OR AIR CONDITIONING CONTROLS*
 - ⑥ REAR WINDOW DEFOGGER SWITCH*
 - ⑦ HI BEAM INDICATOR
 - ⑧ ODOMETER
 - ⑨ AUTO. TRANSMISSION SHIFT QUADRANT
 - ⑩ TURN SIGNAL INDICATORS
 - ⑪ FASTEN SEAT BELTS
 - ⑫ BRAKE WARNING LIGHT
 - ⑬ OIL PRESSURE LIGHT
 - ⑭ ENGINE TEMPERATURE LIGHT
 - ⑮ GENERATOR LIGHT
 - ⑯ CRUISE CONTROL INDICATOR
 - ⑰ AIR CONDITIONING OUTLET*
- *INDICATES OPTIONAL EQUIPMENT

FUEL GAUGE

Operates only with the ignition switch on to indicate the approximate fuel level in the tank.

GENERATOR LIGHT

This light glows when the ignition switch is turned on and will remain on until engine has reached at least 800 RPM. If the engine is started warm on slow idle, light will remain on until engine is accelerated to approximately 800 RPM. If the "Gen" light ever goes on while driving, the charging system should be checked as soon as possible to prevent the Energizer from becoming discharged.

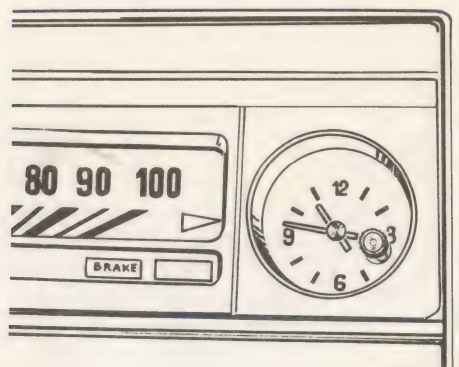
OIL LIGHT

This light glows when the ignition switch is turned on, but goes off when the engine is started. If the light glows while driving, the engine should be stopped immediately and the oil level checked.

TEMPERATURE LIGHT

When the engine coolant becomes excessively hot, this red light glows. To check operation of the light bulb, make certain the light goes on while the engine is cranking. If the red light goes on at any other time, the cause should be determined as soon as possible.

BRAKE SYSTEM WARNING LIGHT



The service brake system is a dual system designed so that one part will provide some braking action in the event of loss of hydraulic pressure in the other part of the system. If the warning light, labeled "Brake", located under the speedometer area, glows continuously when the ignition is on and after the brakes have been firmly applied it may indicate that there is a malfunction in one part of the brake system.

As a check on bulb condition the light should glow with the parking brake applied and the ignition on. (Light is also a reminder to release parking brake.)

- Have system repaired if light does not come on during check.
- This warning light is not a substitute for the visual check of brake fluid level required as part of normal maintenance.

If the light glows red:

- The parking brake control is not fully released or,
- The service brake system is partially inoperative.

What to do:

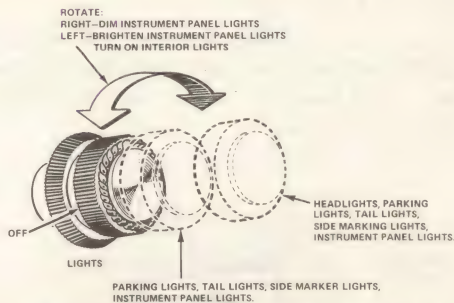
1. Check that the parking brake is released. If it is . . .
2. Pull off the road and stop, carefully—remembering that:
 - Stopping distances may be greater
 - Greater pedal effort may be required
 - Pedal travel may be greater

3. Try out brake operation by starting and stopping on road shoulder — then:

- If you judge such operation to be safe, proceed cautiously at a safe speed to nearest dealer for repair.
- Or have car towed to dealer for repair.

Continued operation of the car in this condition is dangerous.

HEADLIGHTS



HEADLAMP-ON REMINDER ACCESSORY

Warning Buzzer will remind you to turn lights off when the headlamp switch is in the "On" position and the ignition switch is turned off.

INTERIOR LIGHTS

Interior lights may be turned on by turning the headlight switch knob to the extreme left.

INSTRUMENT PANEL LIGHTS

The instrument panel lights turn on with either the parking lights or headlights. Brightness of the instrument panel lights is controlled by turning the light switch knob to the left for brighter or to the right for dimmer. When the knob is turned to the extreme right, the instrument panel lights will be off.

CIGARETTE LIGHTER

Open ash tray door. Simply depress the lighter and it will automatically heat and snap out, ready for use. Avoid holding the lighter in by hand while it is heating as damage to the heating element may result.

WINDSHIELD WIPER AND WASHER



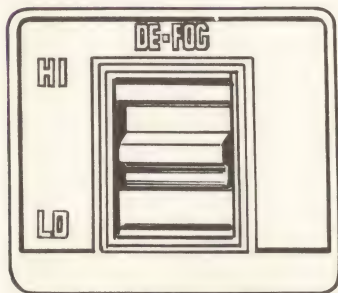
The windshield wiping system operates at two speeds (with two positions).

- To operate wipers, slide control switch to first detent (low speed) or second detent (high speed).
- To activate washers, depress control switch fully until desired amount of fluid has been released.
- Check washer fluid level regularly — do it frequently when the weather is bad.
- Use a fluid such as GM OPTIKLEEN to prevent freezing damage, and to provide better cleaning.
- Do not use radiator anti-freeze in windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer — to help prevent icing that may seriously obscure vision.

WINDSHIELD DEFROSTING & DEFOGGING

- Clear snow and ice from hood and air inlet in front of windshield and air vent grille in rear fender or roof side panel to improve heater and defroster efficiency and reduce the probability of fogging on inside of windshield.
- Clear windshield, rear window, outside mirrors and all side windows of ice and snow before driving vehicle.
- Operate blower on "HIGH" for a few seconds before moving the vehicle, to clear the intake ducts of snow to further reduce the possibility of fogging on inside of windshield.

REAR WINDOW DEFOGGER



The optional rear window defogger, mounted under the rear window filler panel, provides for rapid defogging of the rear window. The blower control switch located on the instrument panel may be set either to the "HI" or "LO" position depending upon the amount of airflow needed.

VENTILATION SYSTEM

Your 1975 Buick incorporates a ventilation system that provides ventilation comfort, made possible by the addition of air vent provisions in the rear body lock pillar. Another feature of the system is continuous low-speed operation of the heater and air conditioner blower, resulting in an uninterrupted supply of outside air flow into the car whenever the ignition switch is on. With the side windows closed, outside air will flow into the front grilles, through the car and out the rear air exhaust valves.



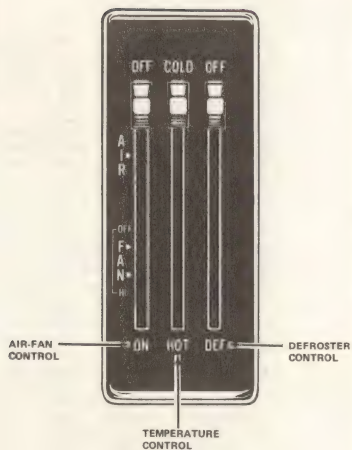
Air conditioned models are equipped with adjustable instrument panel air outlets. Models not having air conditioning are equipped with a lower ventilation system. Lower ventilation is provided by the use of a knob located at each kick pad.

BASIC OPERATING TIPS —

- Always keep front inlet grille clear of obstructions (leaves, ice, snow, etc.).
- When heating or air conditioning is desired, best comfort is attained by driving with all windows closed.

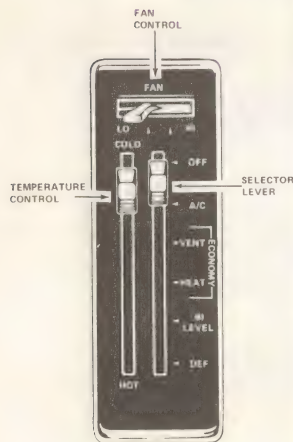
The following sections of this manual provide additional operating tips for obtaining maximum heating and cooling comfort. (See also Engine Exhaust Gas Caution at beginning of this Section.)

HEATER AND DEFROSTER OPERATION



COMFORT PREFERENCE	POSITION DEFROSTER CONTROL	POSITION TEMPERATURE CONTROL	POSITION AIR-FAN CONTROL	COMMENTS
Heat	"OFF"	"COLD"	"AIR" For Higher Highway Speeds When No Fan Is Desired	Air enters thru Heater outlet
Defrost	"DEF"	to	to	Air enters thru Defroster outlets
Combination Heat & Defrost	From "OFF" to "DEF" to obtain air balance desired	"HOT"	"FAN" For Low-Speed Driving	Air enters thru both Heater & Defroster outlets

CUSTOM AIR CONDITIONING



COMFORT PREFERENCE		POSITION SELECTOR LEVER	POSITION TEMPERATURE LEVER	POSITION FAN BLOWER LEVER	COMMENTS
NO HEAT		"OFF"	"COLD"	"LO"	A/C Compressor is off. Fixed LO blower speed (after engine warm-up). Outside air enters thru heater outlet.
VENTILATION		"VENT"	"COLD" (Outside air temperature) to "HOT" (Warm incoming air)	"LO" to "HI"	A/C compressor is off. Outside air enters thru air conditioning outlets.
HEAT		"HEATER"	"HOT" (For max. heat) or toward "COLD" to lower temperature	"LO" to "HI"	A/C compressor is off. Most air enters thru heater outlet - some out defroster (delayed until moist air is removed from system).
WINDSHIELD DEFROSTING		"BI-LEVEL"	"HOT" (For max. heat) or toward "COLD" to lower temperature	"LO" to "HI"	A/C compressor is on above 45°F to dehumidify. Air enters thru A/C, heater and defroster outlets to defog windshield and side windows. Air to windshield is delayed until moist air is removed from system. Smallest portion of air to windshield.
		"DEF"			A/C compressor on above 45°F to dehumidify. Most air directed to windshield - some out heater.
TEMPERED	COOL	"MAX"	AIR COND.	Blower fixed on "HI" regardless of setting	FOR MAXIMUM COOLING - A/C compressor on to cool and dehumidify. For rapid cool-down or quick humidity removal, incoming air is cooled and 80% recirculated thru system for additional cooling. Air thru A/C outlets. See Engine Exhaust Caution Page 15.
	NORMAL	"NORMAL"		Between "COLD" and "HOT"	FOR NORMAL COOLING - A/C compressor on to cool and dehumidify. Air cooled but not recirculated out A/C outlets.
	BI-LEVEL	"BI-LEVEL"			FOR BI-LEVEL COOLING - A/C compressor on to cool and dehumidify. Air enters thru A/C heater and defroster outlets.

NOTE: To insure passenger comfort in cool weather, the blower fan will not start until engine warm-up with fan switch in "LO".

AIR CONDITIONING

MAX

Maximum air conditioning is accomplished by recirculation. On extremely hot and/or humid days when rapid cooling or maximum dehumidification is desired, place temperature control lever on "COLD". Outside air is cooled and distributed through the air conditioner outlets. 80% of this cool air is then recirculated through the air conditioner and further cooled. After car interior has sufficiently cooled or dehumidified, move temperature lever between "COLD" and "HOT" for normal air conditioning.

BI-LEVEL

Primary purpose is window defogging—can also be used to cool or warm interior of car with multiple air distribution. Air conditioning system is utilized to remove humidity from car interior—air is directed simultaneously through heater, instrument panel, and defroster outlets.

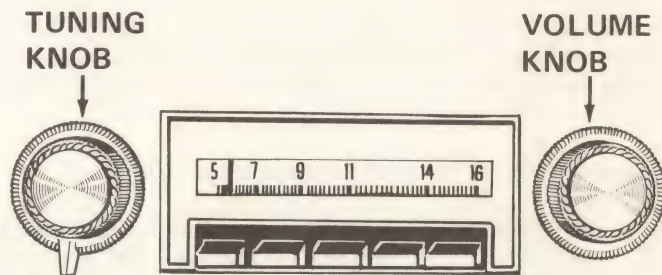
TEMPERED AIR

Air conditioned air is sometimes just a little too cool for comfort. To temper this cool air slightly, add a little warmth by moving the temperature control lever a short distance towards "HOT".

NOTE: Your Buick Air Conditioner dehumidifies as it cools. Therefore, don't be alarmed about water dripping from underneath your Buick when your Air Conditioner is on or has just been shut off. It is probably coming from the Air Conditioner drain hose.

RADIOS

AM Radio — This radio receiver is equipped with five push buttons that can be pre-set to automatically select favorite stations by simply pushing any one of the buttons.



ADJUSTING THE PUSH BUTTONS –

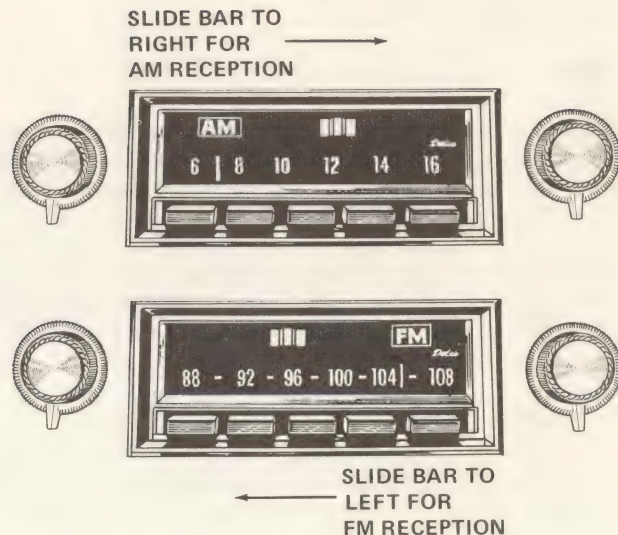
1. Turn the radio receiver on.
2. Pull selected push button out.
3. Manually tune to the desired position.
4. Push button in and release.
5. The push button will always return the dial to this preset station until it is reset.

SUGGESTION: If the program sounds shrill or distorted, a correction can generally be effected by adjusting the tuning knob slightly. Tune set so that the low tones are heard best since low tones are more affected by tuning than high tones.

Control Knobs – All radios have the following controls:

Left Hand Knob – The left control knob turns the set on and off and controls the volume. The left outer ring changes the tone from bass to treble when moved clockwise.

Right Hand Knob – The right hand knob manually selects radio stations.



AM-FM Radio – Select desired band by sliding control bar to the right for “AM” stations, or to the left for “FM” stations. Satisfactory FM reception is limited by the distance from the transmitter and the strength of the station. If reception becomes erratic or noisy, select another FM station that is geographically closer, or switch to the AM section of the receiver.

AM-FM STEREO RADIO

Many FM stations have all or a portion of their programs in stereo.

Operation of the controls is identical to the regular AM-FM radio. The word "stereo" glows to identify the received station as broadcasting in stereo.

TAPE PLAYER-RADIO COMBINATION

The Buick Tape Player-Radio uses the readily available standard eight track cartridge.

To Play Tape — Turn on radio. Insert tape cartridge in tape door with label side up and open end first.

To Turn Off Tape — Depress station selector button marked "EJECT" to eject cartridge part way. This turns off tape player and turns on radio.

CONTROLS:

Program Selector — Depressing radio on-off knob selects one of four programs. However, transfer of programs is automatic as tape is played.

Speaker Balance, Volume & Tone — Same as radio controls.

Tape cartridges should be removed from the player when not in use and stored where they are not exposed to heat or direct sunlight.

Longer tape life and better performance can be expected from Tape Player if the cartridge is withdrawn prior to turning off the car's ignition switch.

The only required maintenance on tape players is periodic cleaning of the tape player head. This service should be performed every 100 hours of operation and can be done with a head cleaning tape or by swabbing the head with a cotton swab dipped in alcohol.

Antenna

The radio antenna consists of two thin conductive elements, placed between the layers of the windshield glass. The vertical portion of the antenna wires picks up AM broadcast signals (vertically oriented), and functions similar to a conventional antenna set to a height of 18". The horizontal portion of each antenna wire picks up the horizontally oriented FM broadcast signals, and has a combined length of 31", providing optimum FM reception.

In rural areas, weak distant AM station reception may be improved by use of a fully extended external antenna. Consult your Buick dealer.

Rear Seat Speaker

The ring located behind the right control knob provides speaker volume to front, rear or both locations.

MOBILE RADIO TRANSMITTERS

Mobile radio transmitting equipment is subject to Federal Communications Commission regulations and must be installed by a qualified radio technician. The specific installation instructions for radio transmitters will vary depending upon the radio equipment used. Mobile telephone equipment installed by your local telephone company, citizens band radios and electronic garage door openers will not adversely affect vehicle operation. In the event any other type of mobile radio transmitter is to be installed, further instructions are required so that vehicle operation will not be adversely affected. Contact Customer Service Dept., Buick Motor Division, Flint, Mich. 48550. (In Canada, contact Product Service Dept., Oshawa, Ontario.)

OTHER CONTROLS and FEATURES

MAP LIGHT

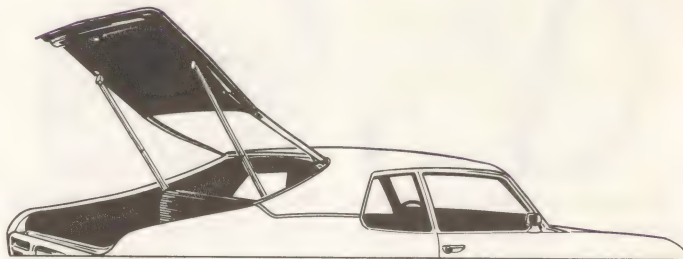
This optional convenience light is located in the center sunshade support and can be lit with the ignition in the "ON" or "Accessory" position.

POSITIVE TRACTION DIFFERENTIAL

The Positive Traction Differential can provide additional traction on snow, ice, mud, sand, gravel, etc. During normal driving and cornering, the Positive Traction Differential unit functions as a standard axle. However, when either drive wheel encounters a slippery enough surface, the Positive Traction Differential can continue to provide driving force to the wheel having the greater traction, instead of merely spinning the wheel which has the least traction.

CAUTION: Regardless whether the vehicle is equipped with a Positive Traction Differential or a standard axle, do not attempt sudden accelerations when either or both drive wheels are on a slippery surface. This could cause both drive wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction and cautious driving are called for under such conditions.

HATCHBACK COUPE



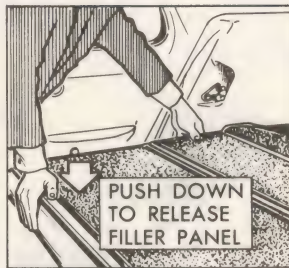
CAUTION: Do not drive with the hatchback open to avoid drawing dangerous exhaust gases into the car (see Engine Exhaust Gas Caution).

Your hatchback has been designed to give you the necessary additional cargo space not found in the standard passenger car while still incorporating all of the same ride and comfort characteristics.

HATCHBACK OPENING AND CLOSING

To open, first unlock hatchback lid with the oval head hey. Lift lid to full open position. The counterbalanced rods will keep the lid open. To close, pull lid down firmly to lock.

SECOND SEAT OPERATION



To lower second seat, release catch at right side of second seatback rest and fold seatback down. To raise, depress seat, lift filler panel and raise seat. The seat back will automatically lock in place. Keep seat belts and buckles clear of mechanism when folding seat, to prevent damage to these belt restraints.

CAUTION: When using your hatchback to transport luggage or other cargo, it is recommended that the articles not be piled higher than the seat backs and that all articles be secured in place. This precaution will help prevent such items from becoming dangerous projectiles in the event of an accident. Cargo weight should be distributed as far forward as possible for better vehicle handling.

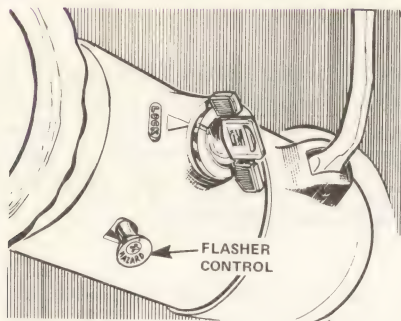
SPARE TIRE AND TOOLS

The space saver spare tire and tools are located in the concealed storage compartment.

NOTE: Make certain that the concealed storage compartment lid is closed so as not to interfere with the closing of the hatchback lid.

IN CASE OF EMERGENCY

FOUR-WAY HAZARD WARNING FLASHER



- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.
- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the button located just below the steering wheel. Flasher can be actuated with engine ignition either ON or OFF.
- Turn signals do not work with hazard flashers operating.
- If the brake pedal is depressed, the lights will not flash but remain continuously lit.

- To cancel the flasher, pull the button out.

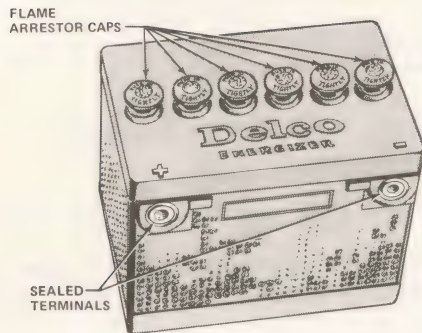
EMERGENCY STARTING

- This vehicle must not be pushed or towed to start.
- A car with a discharged battery may be started by using energy from a battery in another car — called "jump starting".

JUMP STARTING

Jump starting may be dangerous and should be attempted **ONLY** if the following two conditions are met. If they are not, we strongly recommend that you leave the starting to a competent mechanic.

- The battery in the other vehicle must be 12 VOLT and **NEGATIVELY GROUNDED**, like the one in this car. (Check the other car's owner's manual to see if it is.)
- The battery in your car must be equipped with **FLAME ARRESTOR TYPE FILLER/VENT CAPS** on ALL filler openings (as was your original-equipment Delco battery), or it must be a sealed-type battery which does not have filler openings or caps. (Each Delco battery flame arrestor cap has a grey disc rather than a small hole - see illustration.)



CAUTION: Departures from these conditions or the procedure below could result in: (1) serious personal injury (particularly to eyes) or property damage from such causes as battery explosion, battery acid, or electrical burns; and/or (2) damage to electronic components of either vehicle.

Never expose battery to open flame or electric spark — batteries generate a gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces — fluid is a corrosive acid. FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY. Be careful that metal tools, or jumper cables do not contact the positive battery terminal (or metal in contact with it) and any other metal on the car, because a short circuit could occur. Batteries and battery acid should always be kept out of the reach of children.

JUMP START PROCEDURE:

1. WEAR EYE PROTECTION and remove rings, metal watch bands, and other metal jewelry.
2. Set parking brake firmly. Place automatic transmission in "PARK" in both vehicles (don't let vehicles touch); and turn ignition key to LOCK in car with discharged battery (Neutral and "OFF" in cars with manual transmission). Also turn off lights, heater, and all unnecessary electrical loads.
3. Attach one end of a jumper cable to one battery's positive terminal (identified by a red color, "+", or "P" on the battery case, post, or clamp), and the other end of the same cable to the positive terminal of the other battery.
4. Attach the remaining jumper cable FIRST to the negative terminal (black color, "-", or "N") of the OTHER vehicle's battery, (regardless of which vehicle has the discharged battery) and THEN to the negative terminal of the battery in THIS car — thus taking advantage of this battery's flame arrestor feature, should a spark occur.

5. Start the engine in the vehicle that is providing the jump start (if it was not running). Let run a few minutes, then start the engine in the car that has the discharged battery.
6. Reverse the above sequence **EXACTLY** when removing the jumper cables, taking care to remove the cable from the negative terminal of the battery in **THIS** car as the **FIRST** step.

ENGINE COOLANT

CAUTION:

To help avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot, because the cooling system will blow out scalding fluid and steam under pressure.

Do not remove radiator cap to check engine coolant level; check coolant visually at the see-through coolant recovery tank.

Proper coolant level at normal operating temperature is between the "FULL COLD" and "FULL HOT" mark on the recovery tank.

Coolant should be added only to the recovery tank (see "Service & Maintenance" section for details).

FREEING CAR FROM SAND, ETC.

If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever on automatic transmission models from "D" to "R" in a repeat pattern while simultaneously supplying moderate pressure to the accelerator. (On standard transmission models, move gear shift lever from second to reverse gear.) Do not race engine. For best possible traction, avoid spinning wheels when trying to free the car. The use of AC Liquid Tire Chain is recommended for temporary assistance when traction is lost on ice or snow.

CAUTION: *Do not spin wheels in excess of 35 mph as indicated on the speedometer. Personal injury and severe damage may result from excessive wheel spinning including tire disintegration or rear axle failure.*

TOWING

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. State (Provincial in Canada) and local laws applicable to vehicles in tow must also be followed. Detailed towing instructions are available at your Buick dealer.

Your Buick may be towed on all four wheels, at speeds of less than 35 mph, for distances up to 50 miles, provided the driveline, axle, transmission, and steering system are otherwise normally operable. Use only towing equipment specifically designed for this purpose following the instructions of the towing equipment manufacturer. A separate safety chain system must be used. For such towing the steering must be unlocked, transmission in neutral and the parking brake released. Attachments must be made to main structural members of the car. Do not attach to bumpers or associated brackets. Remember that power brake and power steering assists will not be available when engine is inoperative.

JACKING INSTRUCTIONS

Cautions:

1. Follow jacking instructions in order to reduce the possibility of serious personal injury.
2. The jack is designed for use only when changing wheels.

3. Never get beneath the vehicle using the jack.
4. Do not start or run engine while vehicle is on the jack.

PREPARATION:

Park on level surface and set parking brake firmly.

Set automatic transmission in park (manual transmission in reverse).

Activate hazard warning flasher.

Block both the front and back of the wheel diagonally opposite the jack position.

TIRE CHANGING

1. From the luggage compartment remove spare wheel and tire, jack, jack base and jack handle.
2. Pry off wheel cover using flat end of combination jack handle and wheel cut wrench. Exercise extra care in removing cover to prevent damage to its outer lip.
3. Loosen, but do not remove, wheel nuts with wheel nut wrench.

4. Assemble jack into jack base and place jack control lever in the "up" position. Place jack hook in slot of bumper as shown in the illustration or on the label affixed to the inside of the trunk lid. Make sure hook is fully engaged in slot before jacking car.
5. Base must sit flat with column angled. (See illustration)
6. Always operate jack with slow smooth motion.
7. Raise vehicle so tire just clears surface, replace wheel and slightly tighten wheel nuts.
8. With lever in "DOWN" position, lower vehicle, remove jack, then fully tighten wheel nuts in a criss-cross sequence. After changing wheels, be sure to have a mechanic check the wheel nut tightness with a torque wrench, and correct if necessary to 60-80 ft-lbs.

SPACE SAVER SPARE TIRE

The Space Saver Spare tire is designed for emergency purposes only. Continuous use or operation at speeds in excess of 50 mph is not recommended. The Space Saver Spare tire warranty is void if any inflation device containing sealants is used. Approved inflation gases are air, carbon dioxide, nitrogen, and Freon 22.

INFLATION INSTRUCTIONS WITH CANISTER

1. Install deflated Space Saver Spare on car with valve stem at the bottom and tighten all five lug nuts.
2. Remove valve cap and make sure valve core is screwed tight in valve stem using slotted end of valve cap.
3. Remove plastic cap from canister.*

CAUTION: Keep canister out of reach of children as it contains gas under pressure. Keep hands off metal parts of canister during inflation as it becomes extremely cold and can cause frostbite.

** If temperature is below 20 degrees F, Canister should be warmed on left hand defroster outlet for 10 minutes to provide adequate tire inflation. Heater should be on defrost and fan on high.*

4. Place canister over valve stem and push squarely onto stem until gas entering tire can be heard.
5. To ensure complete draining of fluid, hold the canister in position for one minute after sound stops. Then remove canister for disposal in proper receptacle. When first filled or after the car has been standing for a long time (particularly in cold weather) the tire may not appear fully inflated. In this case drive slowly for the first mile; this will increase the pressure in the tire.

6. Replace valve cap.

NOTE: Inflation pressure should be checked and adjusted to the recommended pressure shown on tire placard as soon as possible after installing tire on car.

INFLATION INSTRUCTIONS AT A SERVICE STATION

1. Mount wheel on car, or place on tire changer with center post lock-down mechanism engaged.
2. If beads have become unseated, lubricate wheel and beads with soapy water or tire mounting lubricant before inflation.
3. To seat beads, inflate tire to a maximum of 35 psi.
4. Adjust inflation to recommended pressure shown on tire placard.
5. On assemblies so equipped, check that dust cover is pressed firmly into unthreaded relief stem before road use.

DEFLATION INSTRUCTIONS

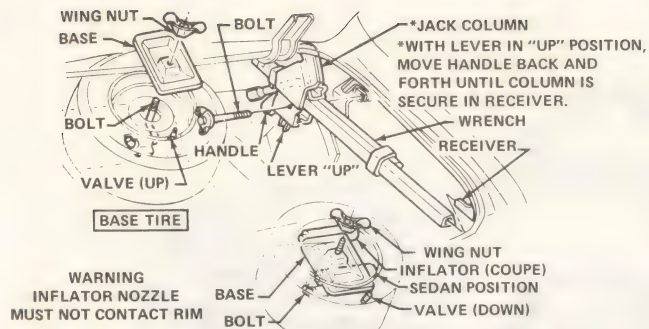
Remove valve core using slotted end of valve cap.

CAUTION: To avoid personal injury, do not inhale gas.

Flatten tire and replace core and cap. Store tire in trunk compartment.

TIRE REPLACEMENT

Mounting of the Space Saver Spare Tire on a wheel by other than authorized tire dealers is not recommended. Improper mounting can cause violent bursting of the tire away from the wheel which can result in serious personal injury.

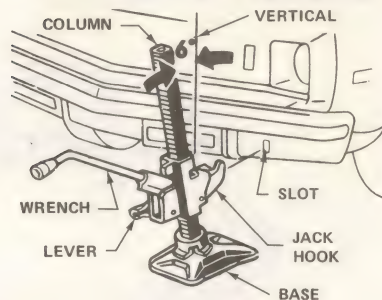


JACK STOWAGE (SEDANS & COUPES)

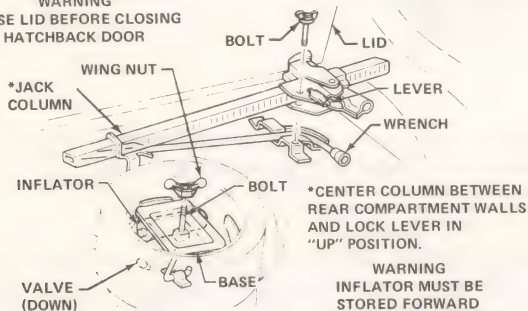
SPACE SAVER TIRE

FRONT

JACKING INSTRUCTIONS



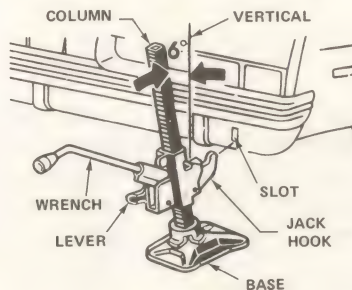
WARNING
CLOSE LID BEFORE CLOSING
HATCHBACK DOOR



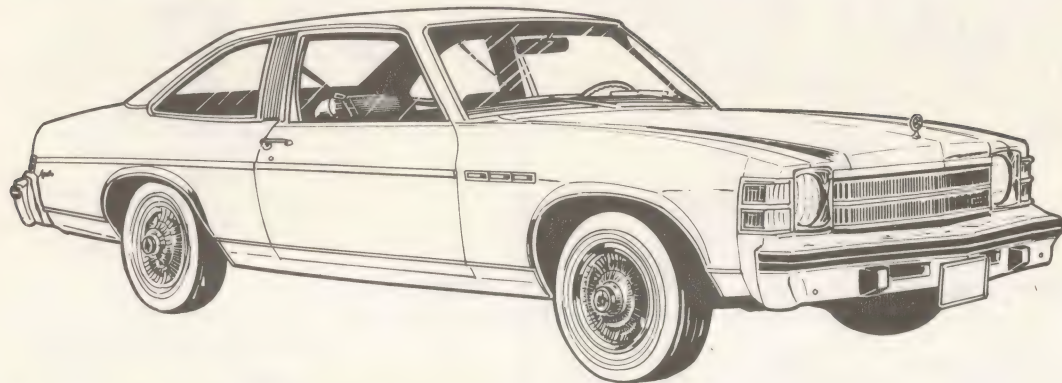
JACK STOWAGE (HATCHBACK)

REAR

JACKING INSTRUCTIONS



APPEARANCE CARE



CARE AND CLEANING OF THE INTERIOR TRIM

With the advent of modern trim materials composed of synthetic plastics and/or man made fibers, it is **EXTREMELY IMPORTANT** that proper cleaning techniques and cleaners be used when cleaning interior trim. Failure to do this on the first cleaning may result in water spots, spot rings, setting of stains or soilage, all of which make it more difficult or impossible to remove in a second cleaning.

Certain portions of the following cleaning instructions are in bold type; they are particularly important and must be performed.

Dust and loose dirt that accumulates on interior fabric trim should be removed frequently with a vacuum cleaner, whisk broom or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots or stains can be cleaned with the following G.M. cleaners.

PART NO.DESCRIPTION

1050244	16 Oz. Can	G.M. Fabric Cleaner (Solvent Type)
1050417	Gallon Can	G.M. Fabric Cleaner (Solvent Type)
1050803	16 Oz. Container	G.M. Multi-Purpose Powdered Cleaner (Foam Type)
1050429	6 Lb. Can	G.M. Multi-Purpose Powdered Cleaner (Foam Type)

The above cleaners are EXCELLENT CLEANERS when used properly according to directions on containers and are available through the G.M. Parts System.

NEVER use gasoline, nail polish remover or acetone, lacquer thinner, bleaches, etc. Some basic steps should be remembered before the cleaning is attempted.

1. Remove stains as quickly as possible before they become "set".
2. Use a clean cloth or sponge and change to a clean area frequently. (A soft brush may be used if stains persist).
3. Use solvent type cleaners in a well ventilated area, also do not saturate the stained area.

4. If a ring should form after spot cleaning, the entire area of the trim assembly should be cleaned immediately.

5. Follow instructions on the label of the cleaner.

CLEANING GENERAL SOILAGE OR WATER SPOTS FROM FABRIC TYPE TRIM WITH FOAM TYPE CLEANER

G.M. Multi-Purpose Powdered Cleaner is excellent for this type cleaning and for cleaning a panel section where a minor cleaning ring may be left from spot cleaning.

Vacuum area thoroughly to remove excess loose dirt. ALWAYS clean a full trim assembly or complete trim section-mask adjacent trim along stitch or welt lines. Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container — mix proportionally for smaller quantities. USE SUDS ONLY ON A CLEAN SPONGE or SOFT BRISTLE BRUSH — DO NOT WET FABRIC EXCESSIVELY OR RUB HARSHLY WITH BRUSH. IMMEDIATELY AFTER CLEANING WIPE OFF ANY CLEANER RESIDUE WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. IMPORTANT — IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or heat lamp to prevent damage to fabric.) When trim materials with a sheen or luster finish are

dry, wipe fabric lightly with a soft, dry clean cloth to restore sheen or luster.

SPOT CLEANING FABRIC TYPE TRIM MATERIALS WITH SOLVENT TYPE CLEANER

Before attempting to remove spots or stains from fabric, determine as accurately as possible the nature and age of the spot or stain. Some spots or stains can be removed satisfactorily with water or mild soap solution (refer to accompanying "Removal of Specific Stains"). For best results, spots or stains should be removed as soon as possible. Some types of stains or soilage such as lipsticks, some inks, certain types of grease etc., are extremely difficult and, in some cases, impossible to completely remove. When cleaning this type of stain or soilage, care must be taken not to enlarge the soiled area. It is sometimes more desirable to have a small stain than an enlarged stain as a result of careless cleaning.

G.M. Fabric Cleaner (Solvent Type) is excellent for spot cleaning stains containing grease, oil or fats from fabric type trim. Excess stain should be gently scraped off trim material with a clean DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheese cloth). Cleaning action should be from outside of stain FEATHERING towards center of stain and constantly changing to a clean section of cloth. When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer or heat lamp to help prevent a cleaning ring (use caution with heat dryer or heat lamp to prevent damage to fabric material).

If a ring forms, immediately repeat the cleaning operation over a slightly larger area with special emphasis on FEATHERING towards center of area. If ring still persists, mark off adjacent trim sections and clean entire affected trim panel section with G.M. Multi-Purpose Powdered Cleaner as previously described under "cleaning general soilage or water spots with foam type cleaner".

REMOVAL OF SPECIFIC STAINS

GREASE OR OIL STAINS — includes grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts. Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described. Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible - use caution as cleaner will dissolve them and may cause them to bleed.

NON-GREASY STAINS — Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood. Carefully scrape off excess stain; then sponge stain with cool water. If stain remains use Multi-Purpose Powdered Cleaner (Foam Type) as previously described. If odor persists after cleaning vomitus or urine, treat area with a water-baking soda solution (1 teaspoon baking soda to 1 cup of tepid water) - finally, if necessary, clean lightly with fabric cleaner (Solvent Type).

COMBINATION STAINS — Includes candy, ice cream, mayonnaise, chilli sauce and unknown stains. Carefully scrape off excess stain; then clean first with cool water and allow to dry. If stain remains, clean with Fabric Cleaner (Solvent Type).

IMPORTANT: Be sure vehicle is well ventilated while using any cleaning agents. Follow manufacturer's recommendations in using such products.

CLEANING VINYL OR LEATHER TRIM

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap, saddle soap, and oil soap, or approved equivalent. Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt - and soap residues - this operation may be repeated several times if necessary. Some soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim - they should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with GM Fabric Cleaner (Solvent Type).

BELT RESTRAINT CARE

- Clean only with mild soap solution and lukewarm water.
- Do not bleach or dye belts since this may severely weaken belts.

CAUTION: Many cleaners may be toxic or flammable, and their improper use may cause personal injury or may cause damage to the interior. Therefore, when cleaning the interior, do not use volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents (except as noted in the adjacent fabric cleaning instructions on stain removal). Never use carbon tetrachloride, gasoline, or naphtha for any cleaning purpose.

CARE OF THE EXTERIOR

WASHING

Wash your Buick often, not only to maintain its beauty, but to protect its surfaces from corrosive elements.

In summer many gravel roads are sprayed with calcium chloride to reduce dust. This can attack the chrome and other bright surfaces of your Buick and cause permanent damage if not washed off.

In Winter where salt is used to melt ice and snow, your Buick's finish should be washed frequently to protect it from this corrosive element.

Road oil and tar, tree sap, chemicals from factory chimneys, and other foreign matter should be avoided if possible and removed promptly if deposited on your car.

Apply wax or polish to provide maximum protection. Your Buick Dealer carries a complete line of cleaners and polishes applicable to your Buick's finish.

NOTE: Some chemical cleaners used for removing road oil and tars from painted surfaces may be detrimental to acrylic finishes. When purchasing a cleaner, make sure that the contents can be safely used on an acrylic finish.

VINYL ROOF COVER

Wash frequently with soap suds, lukewarm water and a brush with soft bristles.

If cover requires additional cleaning after using soap and water, a mild foaming cleanser can be used such as GM Multi-purpose powdered cleaner. Rinse entire top with water, then apply cleanser to entire top. Scrub with a small, soft bristle brush, adding water as necessary.

Remove soilage with cloth or sponge, clean again. After cleaning, rinse generously with clear water to remove all traces of cleanser.

IMPORTANT: Keep soaps and cleaners from running onto body and drying.

WHITEWALL TIRES

Use mild soap, warm water, and a stiff brush to remove road grime and curb dirt. For severe cases of dirt or grime, it may be necessary to use a fine steel wool. Never use gasoline, kerosene, or any oil product that will discolor or deteriorate rubber.

METAL TRIM

Wash with clear water using a mild detergent. If rust or salt corrosion should appear on the chrome parts it should be removed immediately. Do not use scouring powders, cleaning compounds, or stiff brushes which might scratch the metal surfaces.

SERVICE and MAINTENANCE

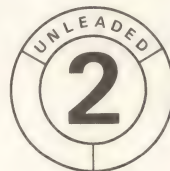
MAINTENANCE SCHEDULE

For owner convenience, a separate maintenance folder has been provided with your car which contains a complete schedule and brief explanation of the safety, emission control, lubrication and general maintenance it requires. The maintenance folder information is supplemented by this section of the Owner's Manual, as well as the New Car Warranty Information folder also furnished with your car. Read all three publications for a full understanding of vehicle maintenance requirements.

FUEL REQUIREMENTS

Your Buick engine is designed to operate **ONLY ON UNLEADED** gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

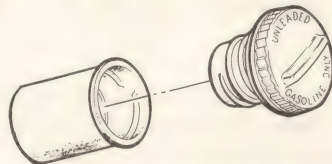
If the service station gasoline pump has a symbol similar to the one below, use **UNLEADED** gasoline with a symbol number of 2. If the pump has a label indicating gasoline octane in terms of the average of Research and Motor Octane ($R + M/2$) as shown below, use unleaded gasoline with a number of at least 87.



$$\frac{R + M}{2} = 87$$

GAS CAP REMOVAL

- Turn counterclockwise to remove
- To install cap tighten clockwise until clicking sound is heard.



SCREW-ON FUEL CAP

ENGINE OIL AND FILTER RECOMMENDATIONS

- Use only SE engine oil.
- Change oil each 6 months or 7500 miles. If more than 7500 miles are driven in a 6-month period, change oil each 7500 miles.
- Change oil each 3 months or 3000 miles, whichever occurs first, under the following conditions:

—driving in dusty conditions

—trailer pulling

—extensive idling

—short-trip operation at freezing temperatures (engine not thoroughly warmed-up).

- Operation in dust storms may require an immediate oil change.
- Replace the oil filter at the first oil change, and every second oil change thereafter. AC oil filters provide excellent engine protection.

See your Buick dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

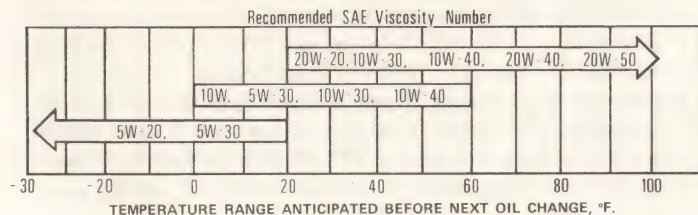
The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Buick engine is based on the use of SE oils and quality oil filters. Oil change intervals longer than those listed above will seriously reduce engine life and may affect Buick Motor Division's obligation under the provisions of the New Car Warranty.

A high quality SE oil was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, check the oil level more frequently during the break-in period since higher oil consumption is normal until the piston rings become seated.

NOTE: Non-detergent and other low quality oils are specifically not recommended. Only the use of SE engine oils and proper oil and filter change intervals assure you of continued proper lubrication of your Buick engine.

RECOMMENDED VISCOSITY

Select the proper oil viscosity from the following chart:



NOTE: SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada. SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40 degrees F.

The proper oil viscosity helps assure good cold and hot starting.

CHECKING OIL LEVEL

The best time to check the oil level is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level remove the oil gauge rod, wipe it clean and reinsert it for an accurate reading. The oil level should be maintained in the operating range, neither above the FULL line nor below the ADD line. Reseat the gauge rod firmly after taking the reading.

SUPPLEMENTAL ENGINE OIL ADDITIVES

The regular use of supplemental additives is specifically not recommended and will increase operating costs. However, supplemental additives are available that can effectively and economically solve certain specific problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved additive — "Super Engine Oil Supplement" — is available at your Buick dealer. In the event of an operational problem, consult your dealer for advice before using supplemental additives.

AUTOMATIC TRANSMISSION FLUID RECOMMENDATIONS

Use automatic transmission fluids identified with the mark DEXRON®-II available from your Buick dealer or local service station.

Check the fluid level at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent starts and stops, to bring transmission up to normal operating temperature (approximately 180-190 deg. F.).

2. Park car on a level surface.
3. Place selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until CAP SEATS.
6. Remove dipstick and note reading.

If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One PINT raises the level from ADD to FULL. DO NOT OVERFILL.

Under normal driving conditions, the transmission fluid should be changed every 30,000 miles. If your car is driven extensively in heavy city traffic during hot weather, or is used to pull a trailer, change fluid every 15,000 miles. Likewise, operators of cars in commercial use (such as taxicab, limousine or patrol car service) where the engine idles for long periods, should change fluid every 15,000 miles.

ENGINE COOLING SYSTEM

The recovery type cooling system is standard on all Buick passenger cars. The coolant expands with rising temperature, and the overflow is collected in the recovery tank. When the

system temperature drops, the coolant is drawn back into the radiator. The cooling system has been filled at the factory with a high-quality, inhibited, year-around coolant that meets the standards of General Motors Specification 1899-M. This coolant solution provides freezing protection to -20°F (-35°F in Canada), and it has been formulated to be used without replacement for two years or 30,000 miles. After two years or 30,000 miles, the coolant should be drained to prevent rust or corrosion in the radiator and engine.

COOLING SYSTEM CARE

Do not remove radiator cap to check coolant level, but check visually in the 'see thru' coolant recovery tank as frequently as needed. Level should be at the "full cold" mark on the recovery tank when the system is cold. At normal operating temperature the coolant should be between the "full cold" & "full hot" marks on the recovery tank. When adding to the recovery tank use a 50/50 mixture of high-quality ethylene glycol antifreeze and water for coolant additions. If frequent additions are required, see your dealer for a cooling system check.

NOTE: If recommended quality antifreeze is used, supplemental inhibitors or additives claiming to provide increased capability are not necessary. They may be detrimental to the efficient operation of the system, and represent an unnecessary operating expense.

The cooling system should be serviced each year as follows:

1. Wash radiator cap and filler neck with clean water.
2. Check coolant for proper level and freeze protection.
3. Test system and radiator cap for proper pressure holding capacity (15 psi). If required, use cap designed by AC for coolant recovery systems, and specified for your model.
4. Tighten hose clamps and inspect all hoses. Replace hoses every 24 months, earlier if swollen, checked or otherwise deteriorated.
5. Clean frontal area of radiator core and air conditioning condenser.

Every two years or 30,000 miles, whichever occurs first, the cooling system should be flushed and refilled using the following recommended procedure:

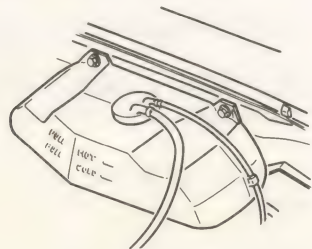
1. Remove radiator cap when engine is cool:
 - Rotate cap slowly counterclockwise to detent (Do not press down while rotating).
 - Wait until any residual pressure (indicated by a hissing sound) is relieved, then press down on cap and continue to rotate counterclockwise.

- After all hissing ceases, press down on cap while continuing to rotate counterclockwise.

CAUTION: To avoid the danger of being burned, do not remove radiator cap while engine and radiator are still hot because scalding fluid and steam will be blown out under pressure.

2. Run engine, with radiator cap removed, until upper radiator hose is hot (indicates thermostat is open).
3. Stop engine and open radiator drain valve to drain coolant.
4. Close valve and add sufficient water to fill system.
5. Repeat steps 1, 2, 3, and 4 a sufficient number of times until the drained liquid is nearly colorless.
6. Allow system to drain completely and then close radiator drain valve tightly.
7. Remove recovery cap leaving hoses in place. Remove coolant recovery tank, empty fluid, scrub and clean bottom and sides of tank with detergent and water, flush well with clean water, drain and reinstall.

8. Add sufficient ethylene glycol coolant, meeting GM specification 1899-M to provide the required freezing and corrosion protection — at least a 50 percent solution (-20°F). Fill radiator to the base of the radiator filler neck and bring level of coolant in the recovery tank to the "FULL HOT" mark. Reinstall recovery tank cap.
9. Run engine, with radiator cap removed, until upper radiator hose becomes hot.
10. With engine idling, add coolant to radiator until level reaches bottom of filler neck; install cap making certain arrows line up with overflow tube.



It is the owner's responsibility to:

- Maintain cooling system freeze protection at -20°F or below to ensure protection against corrosion and loss of coolant from boiling, even though freezing temperatures are not expected.

- Add ethylene glycol base coolant that meets GM Specification 1899—M when coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F (-35°F in Canada).

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Buick at any time.

THERMOSTAT

The cooling system is protected and controlled by a thermostat that maintains a satisfactory engine operating temperature. This thermostat is installed in the engine coolant outlet and is designed for continuous use through both Winter and Summer. When replacement is necessary, Delco parts are recommended.

REAR AXLE (STANDARD) LUBRICANT

Every 6 months or 7,500 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole. Use SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. (For those vehicles normally operated in Canada, use SAE 80W GL-5 Gear Lubricant.)

REAR AXLE (POSITIVE TRACTION) LUBRICANT

Drain and refill after the first 15,000 miles with special gear lubricant available from your Buick Dealer.

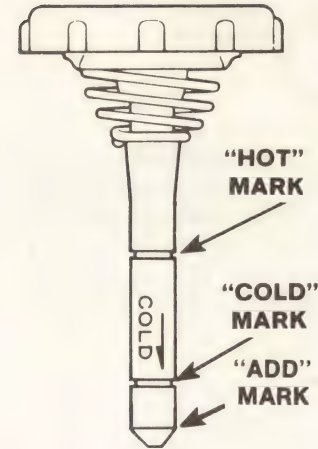
3-SPEED MANUAL TRANSMISSION LUBRICANT

Every 6 months or 7,500 miles, whichever occurs first, check lubricant level and add lubricant, if necessary, to fill to level of filler plug hole with SAE 80W or SAE 80W-90 GL-5 Gear Lubricant. (For those vehicles normally operated in Canada, use SAE 80W GL-5 Gear Lubricant.)

POWER STEERING SYSTEM

Check the fluid level in the pump reservoir at each oil change period. Add GM Power Steering Fluid (or Automatic Transmission Fluid DEXRON®-II) as necessary to bring level into proper range on filler cap indicator depending upon fluid temperature.

If at operating temperature (approximately 150 deg. F. — hot to the touch), fluid should be between “HOT” and “COLD” marks. If at room temperature (approximately 70 deg. F.), fluid should be between “ADD” and “COLD” marks. Fluid does not require periodic changing.



AIR CONDITIONING

IMPORTANT: Have a thorough service inspection performed before operating the unit at the beginning of the cooling season or as otherwise indicated as follows:

- Have refrigerant checked and replenished as necessary. Over the period of a year, the system may lose refrigerant through normal operation.
- Have compressor belt tension checked & adjusted.

- Remove road accumulation from condenser (bugs, etc.) at least every 2,000 miles.

AIR CLEANER

The air cleaner is a disposable type element. Replace the element as specified in the Maintenance Schedule folder. Do not wash, oil, or clean with air hose. The air cleaner will require more frequent service under dusty conditions. Your Buick Dealer can advise you on the proper interval. When replacement is necessary, an AC ACron air filter element is recommended.

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

BRAKE MASTER CYLINDER

Check the fluid level at each oil change period. Wipe off the brake cylinder filler cap and unsnap the retainer. On cars with disc brakes, a low fluid level in the front brake master cylinder reservoir could also be an indicator that the disc brake pads need replacing. On all standard and power brakes, the fluid level must be maintained at 1/4 inch below the top of EACH reservoir with Delco Supreme No. 11 or DOT-3 Fluid. When replacing the cap be sure to fasten the retainer securely.

CARBURETOR

To obtain maximum engine performance and fuel economy, carburetor idle speed should be checked as recommended in the Maintenance Schedule folder. If engine stalls, idles too fast or idles roughly, it should be checked for correct adjustment and the carburetor fuel inlet filter replaced in accordance with recommendations in the Maintenance Schedule folder and on the tune-up label in the engine compartment.

NOTE: Some engines will increase in idle speed during the break-in period. If this occurs, an idle speed adjustment should be made. Refer to label in engine compartment for correct specifications.

CHASSIS & BODY LUBRICATION

At every engine oil change, lubricate all grease fittings in the front suspension steering linkage, and propeller shaft constant velocity joint.

Also, lubricate transmission shift linkage, hood latch, hood hinges, and parking brake cable guides and linkage.

CIRCUIT BREAKERS

The headlamp circuits are protected by a circuit breaker in the light switch. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this condition develops, have your wiring circuits checked immediately.

FUSE BLOCK LOCATION

The fuse block is mounted under the instrument panel to the left of the steering column and just behind the parking brake. For fuse specifications see "FUSE SPECIFICATIONS" in the Specifications Section.

CLUTCH ADJUSTMENT

Clutch adjustment should be checked and adjusted periodically as necessary to compensate for clutch facing wear. To check, depress pedal by hand until resistance is felt. Free travel of pedal should be approximately one inch; if very little or no free travel is evident, clutch adjustment is required.

DISTRIBUTOR AND SPARK PLUGS

To obtain maximum engine performance and fuel economy, engine tune-up operations should be performed at the service intervals recommended in the Maintenance Schedule folder. This includes setting the timing, cleaning and gapping or replacing the spark plugs.

ENERGIZER (BATTERY)

Care of the Energizer is very simple but extremely important.

- 1 Check fluid level often; add colorless, odorless drinking water or distilled water as required to bring level to split ring at bottom of filler well.
- 2 Keep Energizer clean. Brush clean with ammonia or baking soda solution; flush off with clean water.

- If Energizer performance becomes questionable, have your Buick dealer test it or the generating system.

CAUTION: Never expose battery to open flame or electric spark — chemical action in the battery generates hydrogen gas which is flammable and explosive. Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces — fluid is a corrosive sulfuric acid solution which could cause serious personal injury or property damage. FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY. WEAR EYE PROTECTION WHEN WORKING ON OR NEAR BATTERY. Remove rings, metal watchbands and other metal jewelry before working on or around a battery. Be careful in using metal tools and equipment. If such metal should contact the positive battery terminal (or metal in contact with it) and any other metal on the car, a short circuit may occur which could cause personal injury. Batteries and battery acid should always be kept out of the reach of children.

DISC BRAKES

REMINDER: Front disc brakes have a built-in wear indicator that is designed to make a high frequency, squealing or cricket-like warning sound when the linings are worn to where replacement is required. The sound will occur intermittently or continuously when wheels are rolling, but will disappear when the brake pedal is applied firmly. See also the various brake checks listed in the Buick maintenance schedule folder.

TIRES

NOTE: The factory installed tires on your car are either bias-belted or radial tires. Additional owner information about steel-belted radial tires is contained in the special steel-belted radial tire guarantee booklet.

The factory installed tires on your car as shown in the Tire Usage chart below are designed to provide the best all around performance for normal vehicle operation. When inflated as recommended on the tire pressure placard, located on the left front door of your vehicle, they have the load carrying capacity to operate satisfactorily at all normal highway speeds.

TIRE USAGE

Model	Standard*	Optional	Delete Option
Apollo Skylark	FR78-14 B/W (F78-14 SSS on Hatch- back) TPC Spec. No. 1004	FR78-14 W/S FR78-14 W/L TPC Spec. No. 1004	E78-14 B/W E78-14 W/W (E78-14 SSS on Hatch- back)
Apollo SR Skylark SR	FR78-14 W/S TPC Spec. No. 1004		

***All standard tires are steel-belted radial tires load range B unless otherwise noted. Non-radial tires are bias-belted unless otherwise noted.**

Tires should be checked regularly for proper inflation pressure, wear, and damage. The following information will assist you in properly caring for your tires:

INFLATION PRESSURE

The tire inflation pressures listed on the tire placard have been selected to provide the best tire life, riding comfort and handling stability for normal driving conditions. When inflated at the highest pressures shown on the placard, the tires have the load carrying capacity to operate satisfactorily at all loads up to and including the vehicle capacity load (total pounds) which also is shown on the placard. In addition, these pressures will result in improved fuel economy. For those owners who prefer the utmost in comfort, the reduced tire pressures listed on the placard may be used when loads of 5 occupants or less are carried.

The use of improper tire inflation pressures can adversely affect tire life and vehicle performance:

- Too little air pressure can result in excessive tire heat, abnormal tire wear, adverse vehicle handling and reduced fuel economy.
- Too much air pressure can result in abnormal tire wear, adverse vehicle ride and handling, and increased susceptibility to damage by road impacts.

VEHICLE CAPACITY			
BENCH SEATS		BUCKET SEATS	
OCCUPANTS	8	8	
	3 Front	2 Front	
	3 Rear	3 Rear	
TRUNK LOAD	200 Lbs.	200 Lbs.	
TOTAL	1100 Lbs.	900 Lbs.	

RECOMMENDED TIRE PRESSURES (Pounds Per Square Inch Cold)			
VEHICLE LOAD UP TO VEHICLE CAPACITY		VEHICLE LOAD UP TO 5 OCCUPANTS (2 FRONT 3 SECOND) (750 Lbs. Maximum)	
E SIZE TIRES	F SIZE TIRES	E SIZE TIRES	F SIZE TIRES
FRONT	REAR	FRONT	REAR
32	32	32	32

RECOMMENDED TIRE SIZES (Use only in sets)			
E SIZE TIRES	F SIZE TIRES	E SIZE TIRES	F SIZE TIRES
FRONT	REAR	FRONT	REAR
LT 225/75R15	LT 225/75R15	LT 225/75R15	LT 225/75R15

SEE OWNER'S MANUAL
FOR ADDITIONAL INFORMATION

Typical Tire Placard located on the left front door of your car.

Tire pressures should be checked when the tires are "cold" at least once a month (and preferably oftener) or before long trips or when heavily loaded. The following points should be observed when checking and setting tire pressures:

1. Cold tire pressure ratings are applicable when a vehicle has been inoperative for 3 hours or more, or driven less than 1 mile.
2. Tire inflation pressure may increase as much as 6 pounds per square inch (psi) when hot (after vehicle has been driven 10 miles or at speeds of more than 60 miles per hour). Do not "bleed" or reduce pressures when tires are hot from driving.

3. For continuous high speed operation (over 75 mph), increase tire inflation pressure 4 psi above the recommended pressures up to a maximum of 32 psi (cold) pressure for load range B tires, 36 psi for load C tires, or 40 psi for load range D tires. Sustained speeds above 75 mph are not recommended when the 4 psi adjustment would require pressures greater than the above maximum pressure.

4. Always use a tire pressure gauge (a pocket type gauge is recommended) when checking pressures as the appearance of a tire can be deceiving. For example, radial ply tires, in comparison with bias ply tires at the same pressure, may have the appearance of being under-inflated.

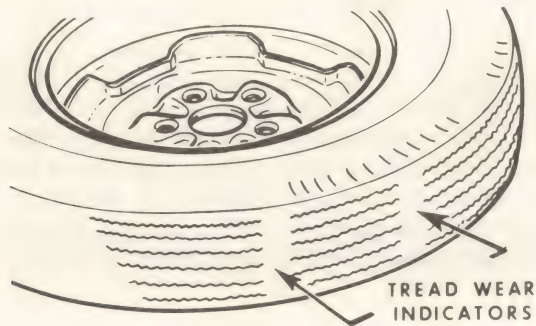
VEHICLE LOADING

Do not load your vehicle beyond the vehicle capacity (total pounds) shown on the tire placard. This figure represents the design capacity of the vehicle, not merely of the tires. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch. (See "Trailer Hauling" in Section 1 of this manual.) Vehicles equipped with luggage racks do not have a vehicle load capacity greater than specified on the tire placard.

TIRE WEAR AND ROTATION

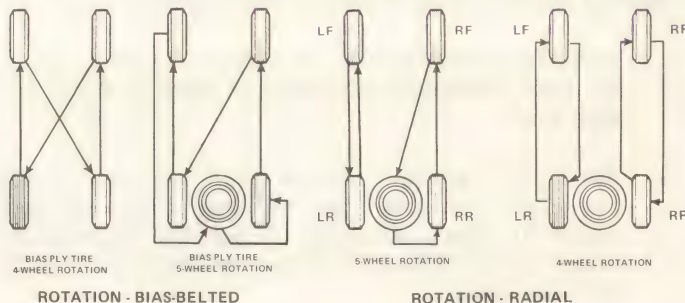
Uneven or abnormal tire wear is usually the result of incorrect inflation pressure, lack of regular rotation, improper wheel alignment, wheels being out-of-balance, or poor driving habits. Underinflation, incorrect toe or camber and fast cornering produce different types of abnormal wear which can be diagnosed by your dealer.

The original equipment tires incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators appear as 1/2 inch wide bands when tire tread depth is 1/16 inch or less. When the indicators appear in two or more adjacent grooves at 3 locations around the tire, or when cord or fabric is exposed, tire replacement due to tread wear is recommended.



To equalize wear, it is recommended that tires be rotated according to the appropriate diagram below. Bias-belted tires should be rotated every 7,500 miles. Radial tires should be rotated at the first 7,500 miles and then at least every 15,000 miles thereafter. For the longest tire life, any time irregular wear is noticed, have the tires inspected and rotated by your car or tire dealer and have the cause of the uneven wear corrected. Be certain to check wheel nut tightness (see "Jacking Instructions") and to adjust the tire pressures after rotation to agree with those recommended on the tire inflation placard on the left front door of your vehicle.

NOTE: It is recommended that disc brake pads be inspected for wear whenever tires are rotated.



TIRE DAMAGE AND REPAIR

Tires with cuts, splits or cracks deep enough to expose the fabric, should be removed from service. Bulges usually indicate internal damage, and the tire should be removed. Tires with questionable damage should be removed from the wheel and examined by an expert.

If an air loss occurs while driving, do not attempt to drive on the deflated tire more than is necessary to stop safely. Driving even a short distance can damage a tire beyond repair.

Temporary repairs, such as "blowout" patches, or any repair made from the outside of the tire should not be made except in emergencies. Such "stop-gap" devices as plugs and aerosol-type sealants are good for no more than 100 miles of driving at speeds not over 50 mph. A permanent vulcanized repair, plug or patch applied from inside the tire should be made as soon as possible. Also, the installation of an inner tube in a damaged tubeless tire is not a recommended repair procedure.

REPLACEMENT TIRES

When replacing tires, only the size, load range, and construction type (bias, bias-belted, or radial) originally installed on your vehicle are recommended. Use of any other

size or type tire may seriously affect ride, handling, speedometer/odometer calibration, vehicle ground clearance and tire clearance to the body and chassis. The following also should be considered when replacing tires:

- To achieve best all-around vehicle performance, bias-belted tires and bias tires should not be mixed on the same car.
- Because of possible adverse effects on vehicle handling, do not mix radial ply tires with other type tires on the same vehicle (such as bias or bias-belted snow tires).
- When replacing only one tire, it should be paired with the tire having the least wear, to equalize braking traction.
- When replacing original tires with an optional recommended size of different diameter, the speedometer must be recalibrated by installing the correct speedometer driven gear.
- If your car is equipped with steel belted radial tires, you will find a TPC Spec No. (Tire Performance Criteria Specification Number) molded on the sidewalls near the tire size marking. This designation indicates that the tire meets rigid dimensional and performance standards which were developed for your Buick. These specifications

insure a proper balance of ride, handling, and traction on wet, dry, and snow covered surfaces. Replacing your tires with having the identical TPC Spec No. will assure you of a tire designed to the same dimensional and performance specifications.

SNOW TIRES

If you equip your vehicle with snow tires, they should be inflated 4 psi above the recommended pressures shown on the tire placard up to a maximum of 32 psi (cold) for load range B tires, 36 psi for load range C tires, and 40 psi for load range D tires. It is recommended that vehicle speeds be limited to a maximum of 75 mph if snow tires are installed.

If your car is equipped with radial tires, use only radial snow tires.

SPACE SAVER TIRE

For specific instructions on the use of the Space Saver Spare Tire, refer to the spare wheel changing item in the "In Case of Emergency" section 3 of this booklet.

REPLACEMENT WHEELS

Wheels must be replaced if they become bent, are heavily rusted, if the lug nuts won't stay tight, or if they leak air. Straightening bent wheels or using inner tubes in leaking wheels are not recommended repair procedures.

When replacing wheels for any reason, care should be taken to insure that the wheels are equivalent to those removed in load capacity, diameter, rim width, and offset. Correct replacement wheels can be obtained from your Buick dealer.

Use of any other size or type wheel may adversely affect wheel and wheel bearing life, brake cooling and stopping ability, headlamp aim, speedometer-odometer accuracy, bumper height, vehicle ground clearance and tire clearance to the body and chassis.

The use of used wheels is also not recommended; if they have been run overloaded or under other severe operating conditions for extended periods, the wheel's life may have been greatly shortened.

WARRANTY

Tires are warranted by the tire manufacturers as covered in the New Car Warranty Information folder or in the radial tire "Owner's Guide" booklet furnished with your vehicle. However, for the added convenience of owners, many Buick dealers are equipped to handle tire warranty adjustments on certain makes of tires provided on 1975 Buick cars.

TIRE TRACTION

A decrease in driving, cornering and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

UNDERBODY MAINTENANCE

The effects of salt and other corrosive materials used for ice and snow removal and dust control can result in accelerated rusting and deterioration of underbody components such as brake and fuel lines, frame, underbody floor pan, exhaust system, brackets, parking brake cables. These corrosive effects, however, can be reduced by periodic flushing of the underbody with plain water. In geographic areas having a heavy concentration of such corrosive materials, it is recommended that the complete underbody be inspected and flushed at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody members where dirt and other foreign materials may have collected.

If desired, your Buick dealer can perform this service for you. In addition, he can provide recommendations on undercoating materials which will help protect your vehicle from corrosion.

MAINTENANCE PARTS & LUBRICANTS

Item	Usage	Recommendations
Air Cleaner Element	350-2 & 350-4 Engine	Regular — AC Type A — 329C Heavy Duty — AC Type A — 368C
	260-2 Engine	AC Type A — 348C
	250-231 Engine	AC Type A — 169CW
Brake Mechanism Lubricant	All	Delco Moraine Special Brake Lubricant or equivalent
Brake Master Cylinder	All	Delco Supreme No. 11 or DOT-3 fluids.
Chassis Lube	All	Chassis grease meeting requirements of GM-6031-M.
Energizer Battery	All	Colorless, odorless, drinking water or distilled water.
Engine Coolant	All	Mixture of water and high quality Ethylene Glycol base type anti-freeze conforming to GM Specifications 1899-M sufficient to maintain a minimum corrosion and freeze protection to -20° F. (-35° F. in Canada)
Engine Oil Filter	350-2 & 350-4 Eng.	AC Type PF-24
	231-2 Eng.	AC Type PF-39
	250-1 Eng.	AC Type PF-25
	260-2 Eng.	AC Type PF-30
Evap. Cont. Can. Filter	All	GM Part No. 7026014
Spark Plugs	231 Eng.	AC Type R 44SX
	250 Eng.	AC Type R 46TX
	260 Eng.	AC Type R 46SX
	350 Eng.	AC Type R 45TSX
Radiator Cap	All	AC Type RC 33 — Pressure Specification 15 PSI. Radiator pressure Caps should be checked periodically for proper operation.

MAINTENANCE PARTS & LUBRICANTS (Cont'd.)

Item	Usage	Recommendations
Engine Thermostat	All	Temperature Specification 190°
Fuel Filter	350-2, 231-2 & 250-1 Eng.	AC Type GF-427.
	260-2 & 350-4 Eng.	AC Type GF-441.
Hood Hinges & latch mech.	All	Engine oil, GM Part No. 1050110 Lubriplate or equivalent.
PCV Filter	All	AC Type FB-59.
PCV Valve	231, 350 Eng.	AC Type CV-768C.
	260 Eng.	AC Type CV-679C.
	250 Eng.	AC Type CV-781C.
Power Steering Pump	All	GM Part No. 1050017 Power Steering Gear Fluid or DEXRON®-II Automatic Transmission Fluid
Rear Axle	Std. Axle	SAE 80W or SAE 80W-90 GL-5 Gear Lubricant (SAE 80W GL-5 in Canada)
	Positive Trac. Differential	Special Lubricant, GM Part No. 1051022, or equivalent.
Trans. Filter (Automatic)	All	AC Type PF-195 (THM 350)
Trans. Fluid (Automatic)	All	GM DEXRON®-II Automatic Transmission Fluid.
Trans. Fluid (Manual)	All	SAE 80W or 80W-90 GL-5 Gear Lubricant. (SAE 80W GL-5 in Canada)
Wheel Bearings Front	All	Chassis grease meeting requirements of, GM-6031-M.
W/shield Washer Fluid	All	GM Optikleen windshield washer solvent Part No. 1050001 or equivalent.

SPECIFICATIONS

VEHICLE IDENTIFICATION NUMBER

This is the legal identification number which appears on the body and engine of the vehicle and on the Vehicle Certificates of Title and Registration.

BODY LOCATION — Embossed on a plate attached to the top of the instrument panel on the driver's side and easily seen through the windshield from outside the car.

ENGINE IDENTIFICATION NUMBER —

V-8 (260) Stamped on engine oil filler tube.

V-8 (350) On the right front face of the cylinder block.

V-6 (231) On the left front face of the cylinder block.

L-6 (250) On a pad on the right front side of the engine.

BODY IDENTIFICATION NUMBERS

The body style number, body serial number, trim number and paint code are shown on a plate affixed to the cowl and can be seen when the hood is raised.

MODELS

Series & Body Style	Model Number	Wheel Base	Over-all Length	Over-all Width
APOLLO 4-Dr. T/P Sedan	4XB69	111.0	200.3	69.9
SKYLARK 2-Dr. Hatchback Coupe 2-Dr. T/P Coupe	4XB17 4XB27			
APOLLO S/R. 4-Dr. T/P Sedan	4XC69			
SKYLARK S/R 2-Dr. Hatchback Coupe 2-Dr. T/P Coupe	4XC17 4XC27			

ENGINE SPECIFICATIONS

ITEM	ENGINES			
	L-6 (250)	V-6 (231)	V-8 (260)	V-8 (350)
Bore	3.875	3.80	3.50	3.80
Stroke	3.53	3.40	3.385	3.85
Compression Ratio	8.0:1	8.0:1	8.5:1	8.0:1
Cubic Inch Displacement	250	231	260	350
Firing Order	1-5-3- 6-2-4	1-6-5- 4-3-2	1-8-4-3- 6-5-7-2	1-8-4-3- 6-5-7-2

CAPACITIES

Item	U.S. Measure	Imperial Measure	Metric Measure
Gasoline Tank All	Usable Gals. 21.0	Usable Gals. 17.5	Usable Liters 79.4
Cooling System 350 Engines With Heater With Air Cond. and/or Heavy Duty Cooling	17.9 Qts. 18.6 Qts.	14.9 Qts. 15.5 Qts.	16.9 Liters 17.6 Liters
Cooling System 250 Engine With Heater With Air Cond.	16.3 Qts. 16.4 Qts.	13.6 Qts. 13.7 Qts.	15.4 Liters 15.5 Liters
Cooling System 260 Engine With Heater With Air Cond.	22.4 Qts. 22.9 Qts.	18.6 Qts. 19.1 Qts.	21.4 Liters 21.6 Liters
Cooling System 231 Engine With Heater With or without Heavy Duty Cooling With Air Cond. With or without Heavy Duty Cooling	16.5 Qts. 16.6 Qts.	13.7 Qts. 13.8 Qts.	15.6 Liters 15.7 Liters
Crankcase (All) With New Filter	4 Qts. 5 Qts.	3.33 Qts. 4.17 Qts.	3.79 Liters 4.73 Liters

CAUTION: Do not remove the engine air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed backfiring can cause fire in the engine compartment.

Tune-Up Specifications Consult your dealer or see label under hood of car or refer to 1975 Chassis Service Manual.
Belt Tensions Consult your Dealer

WHEELS AND TIRES

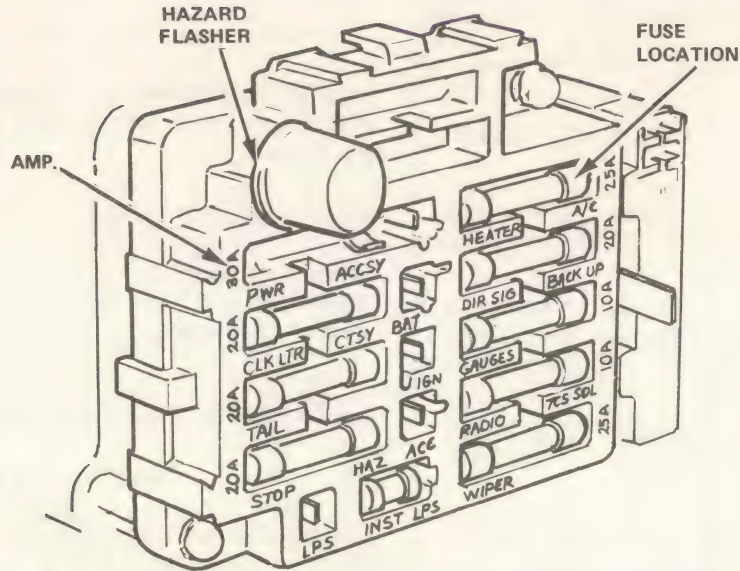
Wheel nut torque 60-80 Lb. Ft.
Tire Pressures Located on left front door of your vehicle.

ENERGIZER SPECIFICATIONS

231 Engine Delco Y87 or Y87P-275 Amp. Hours @ 0° F.
250 Engine Delco Y87-275 Amp. Hours @ 0° F.
Optional Heavy Duty Battery (250 Engine) Delco R89W-465 Amp. Hours @ 0° F.
260 & 350 Engines Delco R87P-350 Amp. Hours @ 0° F.
Optional Heavy Duty Battery (231, 260, & 350 Engines) Delco R89SP-430 Amp. Hours @ 0° F.

For full wattage requirements specify a Delco Energizer at replacement time.

FUSES



DO NOT USE FUSES OF HIGHER AMPERAGE RATING THAN THOSE SPECIFIED

THE HEADLAMP CIRCUITS ARE PROTECTED BY A CIRCUIT BREAKER IN THE LIGHT SWITCH. AN ELECTRICAL OVERLOAD WILL CAUSE THE LAMPS TO GO ON AND OFF, OR IN SOME CASES TO REMAIN OFF. IF THIS CONDITION DEVELOPS, HAVE YOUR WIRING CIRCUITS CHECKED IMMEDIATELY.

LIGHT BULBS

Location	Candle Power	Bulb No.
FRONT		
Headlamp - 7" Dia.	50-60W	6012
Park & Directional Sig. Lamp	32 & 3	1157
Side Marker Lamp	2	194
REAR		
Tail - Stop & Dir. Signal Lamp	32 & 3	1157
Back-Up Lamp	32	1156
License Lamp	2	194
Side Marker Lamp	2	194
Luggage Compartment Lamp	15	1003
INSTRUMENT PANEL		
Indirect Lamp (Speedo & Gauges)	3	168
"Lights - Wiper" Illumination	2	194
INDICATORS		
Headlamp Hi Beam	2	194
Directional Signal	2	194
Oil Pressure	2	194

Location	Candle Power	Bulb No.
INDICATORS (Cont'd.)		
Water Temperature	2	194
Generator Charge	2	194
Brake Warning	2	194
Fasten Seat Belt	2	194
SERVICE ILLUMINATION		
Glove Compartment Lamp	2	1891
Radio Dial (AM) P.B.	2	293
Radio Dial (AM-FM & AM-FM)	2	1893
Ash Tray Assembly	.5	1445
Heator or A/C Control	2	1895
Trouble Lamp (Underhood)	15	93
INTERIOR ILLUMINATION		
Dome - Center	12	211
Courtesy Lamp - Inst. Panel Lower	6	631

OWNER ASSISTANCE

The satisfaction and goodwill of the owners of Buick Motor Division products are of primary concern to your dealer and the Buick Motor Division. Normally, any problems that arise in connection with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometime occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you take the following steps:

Step One — Discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. Talk to: 1. Service Manager, 2. Sales Manager, 3. General Manager, 4. Dealer.

Step Two — Contact the Buick Zone Office closest to you listed on the following page (or in Canada, contact the General Motors Zone Office). When it appears that your problem cannot be readily resolved by the dealership without additional assistance, the matter should be called to the attention of the Zone's Customer Service Department and the following information provided:

Your name, address, telephone number
Vehicle Identification Number *

Dealer's name and location
Vehicle's delivery date and mileage
Nature of problem

Step Three — Contact the Customer Service Manager, Buick Central Office, Flint, Michigan 48550 Ph. (313) 766-1240. (In Canada contact the Owner Relations Supervisor, Oshawa, Ontario (416) 644-6624.) If after an additional review of all facts involved he feels that some further action can be taken, he will so instruct the Zone. In any case, your contact will be acknowledged providing Buick Motor Division's position in the matter.

When contacting the Zone or Central Office, please bear in mind that ultimately your problem likely will be resolved in the dealership, utilizing the dealer's facilities, equipment and personnel. It is suggested, therefore, that you follow the above steps in sequence when pursuing a problem.

Your purchase of a Buick Division product is greatly appreciated by both your dealer and Buick Motor Division. It is our sincere desire to assist you in any way possible to assure your complete satisfaction with your vehicle.

* Available from vehicle registration, title or plate attached to left top of instrument panel and visible through windshield.

BUICK ZONE OFFICES

Burlingame, California 94010
1800 Trousdale Drive (415) 697-1330

Thousand Oaks, California 91361
748 Townsgate Road, Suite 300 (805) 497-8561

Denver, Colorado 80222
1871 South Bellaire Street (303) 757-7401

Jacksonville, Florida 32207
4019 Woodcock Drive, Room 110
(904) 398-0516

Atlanta, Georgia 30324
1930 Monroe Drive, NE Box 13594, Station K
(404) 873-3871

Commerce Plaza 1, Suite 508 (312) 654-6405
2021 Spring Rd., Oak Brook, Illinois
Mail Address: P.O. Box 5884
Chicago, Illinois 60680

Shawnee Mission, Kansas 66202
6445 Metcalf Street, P.O. Box 190 (913) 281-6862

Needham Heights, Mass. 02194
99 Cabot Street (617) 444-8500

Farmington, Michigan 48024
33117 Hamilton Blvd. (313) 477-2400

Edina, Minnesota 55435
Suite 408, 7600 Parklawn Avenue (612) 920-0525

Clayton, Missouri 63105
P.O. Box 11767, 20 South Hanley Road
(314) 863-6490

Clifton, New Jersey 07011
1355 Broad Street (201) 773-7700

Williamsville, New York 14221
445 Evans Street (716) 633-1200

White Plains, New York 10604
5 Corporate Park Drive (914) 694-1200

Charlotte, North Carolina 28209
4600 Park Road P.O. Box 11606
(704) 525-6230

Cincinnati, Ohio 45237
15 Knollcrest Drive, P. O. Box 37819
(513) 841-5707

Cleveland, Ohio 44116
20102 Center Ridge Road (216) 265-5067

Oklahoma City, Oklahoma 73112
3555 N.W. 58th St. (405) 947-5771

Portland, Oregon 97229
14250 N.W. Science Park Dr. P.O. Box 25300
(503) 646-8151

Fort Washington, Pennsylvania 19034
514 Pennsylvania Avenue (215) 242-0800

Pittsburgh, Pennsylvania 152200
2025 Greentree Road (412) 343-6400

Memphis, Tennessee 38117
5264 Poplar Avenue P.O. Box 17186
(901) 767-6600

Dallas, Texas 75235
Suite 921, Frito-Lay Building
Exchange Park North (214) 352-7561

Houston, Texas 77001
6535 SW Freeway Box 183 (713) 774-9751

McLean, Virginia 22101
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Honolulu, Hawaii
Phone 946-3988

IMPORTANT FACTS YOU SHOULD KNOW ABOUT GASOLINE MILEAGE AND HOW TO IMPROVE IT

How you drive, where you drive, and when you drive all have an effect on how many miles you can get from a gallon of gasoline. The careful attention you give your car as far as maintenance and repairs are concerned will also contribute importantly to fuel economy.

FUEL SELECTION

Your vehicle is designed to operate **ONLY ON UNLEADED** gasoline of at least 91 Research Octane. The gasoline should also have a Motor Octane of at least 83. Unleaded gasoline is essential for proper emission control system operation, and it will minimize spark plug fouling. The use of leaded gasoline can damage or severely reduce the effectiveness of the emission control system and result in loss of warranty coverage.

If the service station gasoline pump has a symbol similar to the one below, use **UNLEADED** gasoline with a symbol number of 2. If the pump has a label indicating gasoline octane in terms of the average of Research and Motor Octane ($R + M/2$) as shown below, use unleaded gasoline with a number of at least 87.



$$\frac{R + M}{2} = 87$$

"JACKRABBIT" STARTS

Gasoline can be conserved (and engine and tire life prolonged) by avoiding unnecessarily rapid acceleration away from lights and stop signs.

STOP-AND-START DRIVING

Frequent stops and starts during a trip really cut down on your miles per gallon. Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the professional drivers to avoid unnecessary stops.

EXCESSIVE IDLING

An idling engine uses gasoline too. If you're faced with more than a few minutes wait and you're not in traffic, it may be better to "turn off" and start again later.

SUDDEN STOPS

Sudden stops themselves don't waste gasoline, but energy is wasted as heat in braking. Energy in the form of gasoline is also needed to accelerate back to driving speed.

LUBRICANTS

A properly lubricated vehicle means less friction between moving parts. Consult this manual and the maintenance schedule for the proper lubricants to use and the lubrication intervals.

AIR CLEANER

Your car receives its power from a mixture of gasoline and air. The air is taken into the system through the air cleaner so it's important to replace the air cleaner at required intervals. A dirty air cleaner reduces engine efficiency.

PROPERLY TUNED ENGINE

Overall tuning (a check on timing, spark plugs, emission control devices, etc.) can improve your car's gas mileage. You just can't expect an "out-of-tune" engine to give you good gas mileage and cleaner air.

EXCESS WEIGHT

Fuel economy is related to the work the engine must do. The heavier the load, the more power it takes. Keep excess weight to a minimum by removing any personal effects or luggage from the car or trunk when they are not needed.

TIRE INFLATION

Under inflation not only causes needless wear of the tires, but can also waste gasoline. It's a good idea to check tire pressures regularly.

WHEEL ALIGNMENT

"Toe in" or "toe out" has the effect of dragging your front tires sideways and causes premature tire wear. It takes power to carry this extra load and that takes gas from your tank.

CATALYTIC CONVERTER

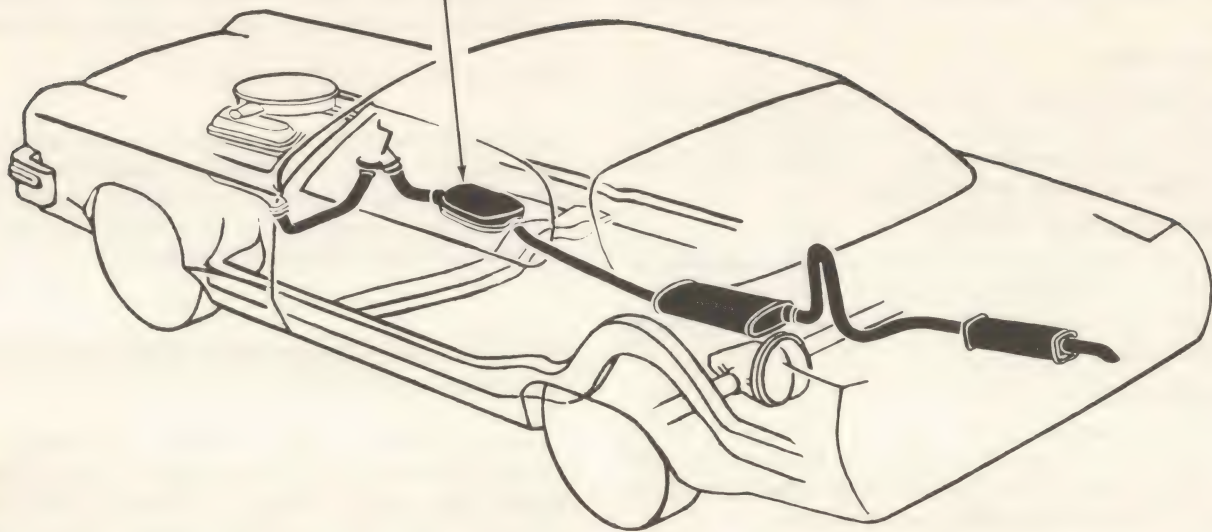
The catalytic converter is an emission control device added to the exhaust system to reduce hydrocarbon and carbon monoxide pollutants from the exhaust gas stream. The converter contains beads which are coated with a catalytic material containing platinum and palladium.

THE CATALYTIC CONVERTER REQUIRES THE USE OF UNLEADED FUEL ONLY.

Unleaded gasoline is used to reduce combustion chamber deposits, corrosion and to prevent lead contamination of the catalyst that would render it ineffective. THE USE OF LEADED FUEL WILL CAUSE THE CATALYTIC CONVERTER TO BECOME INEFFECTIVE AS AN EMISSION CONTROL DEVICE.

CAUTION: It is important to keep your engine properly tuned.

CATALYTIC CONVERTER



CATALYTIC CONVERTER SYSTEM

BUICK SERVICE MANUALS

Buick Motor Division publishes service manuals for use by Buick dealers. These are written primarily for the Service Technician with prior automotive training and equipped with the proper special tools. Although limited in use to the average individual, these manuals are available to Buick owners in most public libraries or may be purchased from Tuar Company, P.O. Box 354, Flint, Michigan 48503. (See order blank on next page.)

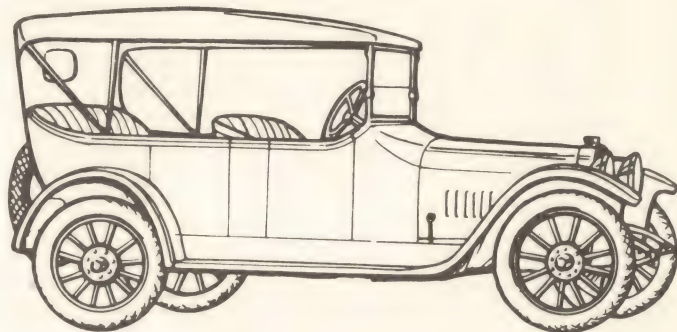
FILM REPRODUCTIONS OF BUICK SERVICE MANUALS

When the stocks of the Buick or Fisher Body Service Manuals are depleted, they are reproduced on 35 MM positive film. If you desire a manual no longer available, you may order a film reproduction. Films as far back as the 1910 Buick are available. The price is \$6.00 per film (includes all manuals available for a particular model year).

Many public libraries have viewers and printers available for 35 MM positive film. If your library does not, GM Photographic will, upon request, furnish full size prints of individual pages for 30 cents each.

To order film or prints send your check or money order made payable to General Motors Photographic (no COD please) or request information from:

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for
BUICK
MANUALS

WHAT'S IN A MANUAL?

CHASSIS SERVICE MANUALS include repair and overhaul information on engines, transmissions, fuel systems,

drive line, rear axle, suspension, steering, brakes, electrical, accessories, etc.

BODY SERVICE MANUALS include repair information on trim, seats, windows, doors, convertible tops, etc.

HOW TO ORDER?

Fill in order form completely, indicating year and model of car and quantity of each manual desired.

Manuals are published each model year. We have manuals available for the current model year and for most of the 10 previous model years. Information relative to past year models can be obtained by writing to the address listed below.

HOW TO PAY?

Enclose check or money order (sorry — no COD or Purchase Orders) made payable to . . .

TUAR COMPANY
P.O. Box 354
Flint, Michigan 48503

NAME _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____

YEAR OF CAR	MODEL OF CAR	DESCRIPTION	QUANTITY	PRICE	TOTAL
1975		Buick Chassis Service Manual *		\$10.50 ea.	
1975		Fisher Body Service Manual *		\$ 4.50 ea.	
1975		Buick Owner's Manual		\$ 1.50 ea.	

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NOTE: Manuals are sent Fourth Class Mail from our warehouse so please allow ample time for delivery.

No orders shipped outside the United States. Prices applicable to owners in United States only.

Canadian residents should order publications from the Owner Relations Department, General Motors of Canada Limited, Oshawa, Ontario, Outside U.S. and Canada contact nearest GM Overseas offices.

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DATE ORDER RECEIVED _____ DATE SHIPPED _____ VIA _____ COST _____

* 1975 Service Manuals are not available until after January 1, 1975.

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GAS STATION INFORMATION

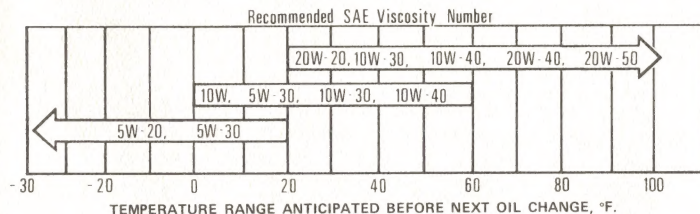
Refer to "Service and Maintenance" Section For Further Details

GAS CAP — Located behind the rear license plate. See gas cap removal procedure in the Service and Maintenance Section.

GASOLINE RECOMMENDATION — Use only an unleaded oil of at least 91 Research Octane — Symbol Number 2.

ENGINE OIL DIPSTICK — Located on the right side of the L-6 engine and on the left side of the V-8 and V-6 engine block. Check oil levels as the last operation in a fuel stop. Maintain between "ADD" and "FULL" marks on dipstick.

ENGINE OIL RECOMMENDATIONS — Use only high quality SE oils. The chart below will serve as a guide for selecting proper oil viscosity.

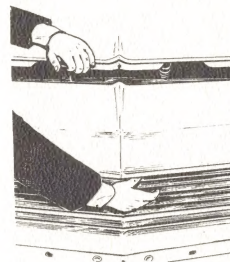


NOTE: SAE 5W-30 oils are recommended for all seasons in vehicles normally operated in Canada. SAE 30 oils may be used at temperatures above 40° F. SAE 5W-20 oils are not recommended for sustained high-speed driving.

ENERGIZER (BATTERY) — Check fluid level monthly. Add only colorless, odorless drinking water or distilled water to bring level to split ring in filler opening.

WINDSHIELD WASHER — Check reservoir fluid level regularly. Use a washer fluid such as GM Optikleen.

HOOD RELEASE — Located beneath center grille nose panel. To open, pull release handle sharply. If, in opening, hood catches on safety catch, press down on hood while pulling on release lever.



TIRE INFLATION PRESSURES — Check at least monthly. Keep inflated to pressures shown on tire placard affixed to left front door of your vehicle.



SERVICE TO BELIEVE IN